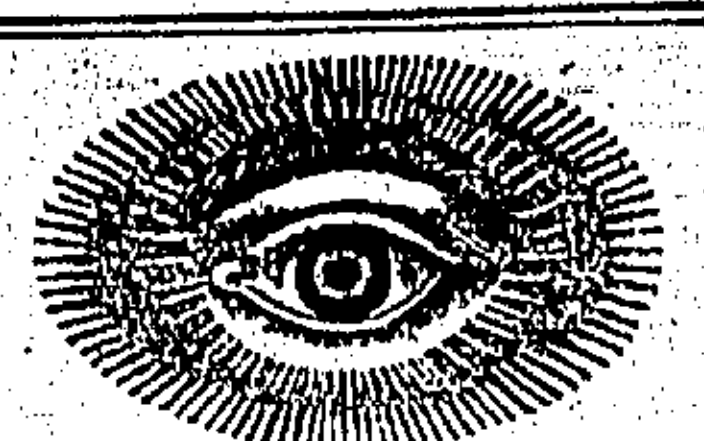




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SAUCE.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

No. 21 506 號陸零伍仟壹萬貳第 日陸拾月伍年卯丁 HONG KONG, WEDNESDAY, JUNE 15th, 1927. 叁拜禮 日伍拾月陸年七廿百九仟壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE.

	Kowloon	Yuen Hai	Shatin	Tai Po	Tai Po Market	Fanning	Shan Shui	Shan Shui	Canton
Dep.	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00
Arr.	12.30	12.40	12.50	1.00	1.10	1.20	1.30	1.40	1.50
Dep.	1.50	2.00	2.10	2.20	2.30	2.40	2.50	3.00	3.10
Arr.	3.40	3.50	4.00	4.10	4.20	4.30	4.40	4.50	5.00

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Dep.	8.40	8.50
Arr.	12.30	12.40
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Arr.	3.40	3.50

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THURSDAY, 16th JUNE: 2 P.M. "SUI TAI"
FROM MACAO: 8 A.M. "SUI TAI"
8 A.M. "SUI TAI"
On SUNDAY, the 18th JUNE, s.s. "SUI AN" will depart from the Company's Wing Lok Street Wharf at 9 A.M., and from Macao at 3.30 P.M.

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JAPAN'S POPULATION.

COUNTRY HARD PRESSED BY FOOD PROBLEMS.

SUGGESTED REMEDIES.

Japan proper, already sorely pressed with national food and population problems, gained approximately 1,000,000 persons during 1926, according to preliminary figures announced by the Statistical Bureau of the Cabinet. The total population now exceeds 60,000,000. "Although the final result of the census of 1926," said Mr. Shimoda, chief of the Bureau, "will not be known until a month later, the result so far obtained shows an increase of the population of the previous year's figure by 940,000. When allowance is made for the delayed reports and other irregularities, the figure may be confidently predicted to go over one million. "The record increase for the past was \$75,000, in 1925. The 1926 figure exceeds this by 65,700. Our statistics also show that this increase is due to the decrease of the death rate rather than the increase of births. Actually births have shown a decrease from the previous year's figure."

"Like Europe's Problems."

A spokesman for the Foreign Office made the following statement:

"Japan is now experiencing what was experienced by some European countries in the Sixties and Seventies. The rapid increase of population is the inevitable concomitant of capitalism now in the process of vigorous growth. Advancing civilization reducing the death rate is certainly another contributing factor."

"The grave aspect of the problem is not the increase itself, but the difficulty of finding employment for the increasing population. If the economic depression holds down the country for a long time, it will necessarily influence the birth-rate through the decrease of marriages, but there is always some time before such a checking process commences to operate."

"A patchwork policy can certainly never meet this situation. The remedy must be fundamental. A more intensive industrialization of this country will be the unique and positive remedy to cope with the situation. If capitalism develops further and nearer perfection, there will be a tendency to slow down, as is witnessed in some of the more advanced countries of the West."

"During the prosperous period of the war the demand for labour by the home industries left supply far in the rear. For every employer it was then very difficult to find enough men to work. There was then no talk about unemployment either for workers or school graduates. The reaction came and everywhere unemployment set in. The population problem should be looked at from this angle only. Building up trade and industry will furnish the only solution."

The Ministry of Agriculture and Forestry had these views:

"The problem of increasing population will have to be met directly by increasing the production of food. For this end the Government is taking steps to extend the area of land under cultivation. The Government's plans involve not only land area in Japan Proper but in the acquired dominions. The colonization of Hokkaido, the extension of the rice fields in Korea and the increase of the variety of foodstuffs including fishery and pastoral products, are some of the main duties of the Government's policy."

Other Solutions Offered.

According to the Commerce and Industry Ministry, "the development of the high wrought industries calling for more employment all over the territories under the Japanese dominion, the encouragement of the maritime industries, inducing the shifting of the population from land to sea are some of the points we have in view as a means for the solution of this all important problem."—Japan Advertiser.

"MADEMOISELLE GABRIELLE."

WHITE SLAVER'S ROSE.

PARIS GIRL WHO WAS NOT DUPED.

Light on the subtleties of white slave traffickers, surpassing the revelations of the League of Nations committee which recently whistled the report of its world-wide inquiry, is given by an arrest made by the Paris police. The prisoner is a certain "Mademoiselle Gabrielle," a pleasant fair-haired girl, well but discreetly dressed, wearing some but not too many jewels, who occasionally came into contact with the girl employees from a well-known Parisian shop as they were taking lunch in an adjoining restaurant. "Mademoiselle Gabrielle," affable and engaging, was regarded as a charming acquaintance and soon became the confidante of the little troubles of the girls.

One day she called aside Mademoiselle Juliette, living with her parents in the Rue Monge, and whispered in her ear, "I have something very important to tell you. Meet me this evening at seven o'clock and I will tell you what it is."

\$250 A Year in Mexico.

Juliette kept the appointment and "Mademoiselle Gabrielle" told her that it was foolish of her to work for the wages which her employers paid her, saying that she was worth much more and that really she possessed managerial genius. "Gabrielle" added that she had a post for her as manageress of a fashion house in Mexico with a commencing salary of \$250 a year and commission.

"Don't say anything to your girl friends," said "Gabrielle" to 18-year-old Juliette, "because they might be jealous and seek to get the post. In fact, don't even tell your people until the deal is concluded. It would be better not to do so."

But Juliette told her parents of the meeting and the conversation, and the result was that the police waited for "Gabrielle" and invited her to accompany them to police headquarters.

There it transpired that "Mademoiselle Gabrielle" was a man who was identified as Gabriel Louis Fillon, a notorious white slave trafficker, aged 35, living at 19, Rue de Saintonge. Fillon confessed that he dressed up as a woman in order the better to gain the confidence of the young girls whom he selected as his dupes.

UNDESIRABLE BRITISH SUBJECTS.

MAGISTRATE AND A SHANGHAI PROBLEM.

What to do with undesirable British "objects," was the problem that Mr. Morris was called upon to decide at the British Police Court Shanghai last week. But he did not even attempt to decide it, and the problem stands adjourned sine die.

Three of the most raggedy, distressed-looking Indians seen in Shanghai for a long time, stood in the dock. Jagat Singh, Sunda Singh and Harman Singh, arrayed in ragged turbans and, like Gunga Din, with "little less than 'ari" of the customary Shanghai clothing allowance, described as of no fixed abode, were charged under the Vagrancy Act with begging alms in North Thibet Road on the 8th.

Inspector Walker, of West Hong Kong, stated that the accused had been arrested by a Sikh havildar for making a nuisance of themselves by stopping rich men and demanding alms from foreign and Chinese passengers and pedestrians. Police havildar Sher Singh, and Sgt. Stevens gave their evidence, and the magistrate asked the delinquents what they had to say about it. The accused quite frankly admitted the charge, and Sunda Singh, the most miserable-looking of the trio, made a little speech, saying that he had no job, no shoes, no clothing, "no nothing," and that mendicancy was his only hope, and wound up with the request that he be deported to India.

The Magistrate considered for a while, and then came the words of doom: "One Day's Imprisonment." The accused had already been more than twenty-four hours in custody so they were released forthwith.

But the problem remains.

DIARY OF EVENTS.

To-day.
University Union Picnic. Launch leaves Jardine's Wharf 2 p.m.
Tea Dances: H.K. Hotel, Hotel Savoy, King Edward Hotel and Cafe Parisien, 4.30 p.m.
Tennis League: "A" Division: H.K.C.C. v. K.C.C. 5 p.m.
Hong Kong Football League annual meeting, Volunteer Headquarters, 5.30 p.m.
"The Kooky Olly Birds" entertain at The Cinema, Mount Austin Barracks, 8.30 p.m.
St. Peter's Y.M.C. Moonlight Picnic, Repulse Bay. Launch leaves Queen's Pier, 8.30 p.m.
Dinner Damsant at Cafe Restaurant Parisien.
Queen's Theatre: "The Exquisite Sinners."
World Theatre: "Soul Fire."
Star Theatre: "The Dixie Handicap."

Principal Mails:—Inward: Europe via Siberia (Aachen). Thursday.
King Gustaf of Sweden born, 1858.
Entries close for H.K. Jockey Club 5th Extra Race Meeting, 1 p.m.
Legislative Council Meeting, 2.30 p.m.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.
Subscribers list for Subscription Griffiths closes, 5 p.m.
Tennis League: "B" Division: H.K.C.C. v. M.B.K., 5 p.m.; I.R.C. v. C.R.C., 5.15 p.m.
St. Peter's Church, Ladies' Guild "Devotional meeting, 5.30 p.m.
Dinner Damsant at Cafe Restaurant Parisien.
"The Kooky Olly Birds" entertain at Royal Naval Canteen Theatre, 8.30 p.m.
Queen's Theatre: "Stage Struck."
World Theatre: "Old Home Week."
Star Theatre: "Perch of the Devil."

Principal Mails:—Inward: Australia, etc. (Adi Maru). Friday.
Bunker's Hill Day (Maes-U.S.A.). St. Alban's Day.
Tea Dances: H.K. Hotel, Hotel Savoy, King Edward Hotel and Cafe Parisien, 4.30 p.m.
Annual meeting St. Peter's Young Men's Club, 8.30 p.m.
Dinner Damsant at Cafe Restaurant Parisien.
Queen's Theatre: "Stage Struck."
World Theatre: "Old Home Week."
Star Theatre: "Perch of the Devil."

Principal Mails:—Inward: Parcel Mail from U.K. (Kalyan). Outward: Australia, etc. (Chang-te), 5 p.m.
Saturday.
Golf: Bogey Pool, Fanning.
Lawn Bowls League: "Division I: K.D.R.C. v. C.S.C.C.; K.C.C. v. Taihook R.C.; Police R.C. v. K.B.G.C. Division II: E.P.R.C. v. K.C.C.; C.S.C.C. v. C.C.C.; R.H.K.Y.C. v. Club de Recreio; Taihook R.C. v. K.B.G.C."

Lawn Tennis League:—"B" Division: University v. H.K.C.C.; K.C.C. v. U.S.R.C.; I.R.C. v. M.B.K.; R.E.A. v. Recreio; S.C.A.A. v. Nippon Club; C.R.C. v. C.C.C. "C" Division: H.K.C.C. v. Netherlands T.C.; Recreio v. K.C.C.; Nippon Club v. S.C.A.A.; C.C.C. v. Taihook R.C.; C.R.C. v. R.A.O.C.
H.K. Baseball League: Tigers (S.C.A.A.) v. Club de Recreio, Happy Valley Diamond, 4 p.m.
St. Peter's Y.M.C. Launch Picnic, Launch leaves Queen's Pier, 3.30 p.m.

European Y.M.C.A. Bathing Picnic, Island Bay.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.
Dinner Damsant at Cafe Restaurant Parisien.
Grand Concert for Servicemen at City Hall, 6.30 p.m.
Queen's Theatre: "Stage Struck."
World Theatre: "Old Home Week."
Star Theatre: "Perch of the Devil."

Principal Mails:—Outward: Europe via Marseilles, etc. (Sawa Maru), 9.30 a.m.
Sunday.
1st Sunday after Trinity.
Golf: Bogey Pool, Fanning.
H.K. Baseball League: H.K. Baseball Club v. Dragons (S.C.A.A.), Happy Valley Diamond, 4 p.m.
Monday.
Golf: Bogey Pool, Fanning.
Criminal Sessions open at Supreme Court, 10.30 a.m.
Tea Dances: H.K. Hotel, Hotel Savoy, King Edward Hotel, and Cafe Parisien, 4.30 p.m.
Social for Servicemen at St. Peter's Y.M.C.
Dinner Damsant at Cafe Restaurant Parisien.

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Kelvinator electric refrigeration is used in thousands of homes. It is entirely automatic. It supplies dry, even cold, keeping food at the same temperature all the time. It freezes cubes of ice for table use. In its ice trays, desserts and salads are frozen. Kelvinator for better refrigeration saves food, and eliminates ice bills. Its economy, cleanliness and convenience make enthusiastic owners. Talk with them. —Let us send you literature, or, better still, come to our showrooms, see Kelvinator demonstrated, and learn the simple facts about it.

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LONDON AND SHANGHAI

AMERICA AND HER CHINESE POLICY.

NEWSPAPERS PROCLAIM IT RIGHT AND EXPEDIENT.

HOW ENGLAND AND THE POWERS WERE GUIDED.

It is always easy to support any point of view by taking judicious selections from newspapers, but the following extracts from representative American papers show how strongly the American nation supports the Government's policy of non-intervention in China and a quiet acceptance of "temporary inconveniences of China's political upheaval." They feel that the President's policy is both wise and morally right.

A blunder in China which might have led to interminable war has been avoided by the European Powers, thanks to American influence: so the Washington *Post* declares in commenting upon the speech in which Sir Austen Chamberlain, British Foreign Secretary, announced in Parliament on May 24th that England would give up the idea of using strong-arm methods in China for the present. "Sir Austen did not reveal that the British change of mind was due primarily to the refusal of the United States and Japan to join in punitive measures," remarks a London correspondent of the *New York World*; the American newspapers, however, in their cable despatches and editorials, have amply made up for that omission. *The World*, though not a party supporter of President Coolidge, thinks that "the Administration has won a substantial victory" in its policy toward China, and that "the outcome of this struggle between two diametrically opposing policies is of enormous importance in the future relationships of China and the Western Powers."

The same paper goes on to summarise what has happened since the Nanking riots of March 24th and the sending of five identical notes by the United States, Great Britain, France, Italy, and Japan, demanding punishment of those responsible for the riots, and reparations for injuries and losses suffered by foreigners. "This was a new ultimatum, and ever since its delivery on April 11th efforts have been made to rush the Government of the United States into the business of making good on it. Cables from Shanghai began pleading for 'prompt punitive measures' as a lesson to the Chinese and a means of upholding Western dignity and prestige. Invariably these cables urged action which, under the head of punitive measures, would incidentally recover the British concession seized by the Nationalists at Hankow, and drive a wedge into the Nationalist movement by a blockade on the Yangtze River. It was not only reported that these were the measures which were necessary; it was reported that these were the measures which the Governments themselves, our own Government included, had decided to adopt."

Even when Secretary Kellogg emphatically denied this last statement, the pressure and propaganda continued. It never prevailed at Washington, however, remarks the *Newark Evening News*, which then goes on with the story:

"Neither the United States nor Japan, the two other great powers interested in China, was converted to the British viewpoint. Britain was left with the alternatives of pursuing her policy of force single-handed, or of muzzling her Tories. The Associated Press claims

"The hopes of China rest upon Chiang Kai Shek and his associates. By relying upon the patriotism and good faith of the Cantonese, by making allowances for the difficulties that confront them, and by deciding against a policy of force, President Coolidge has powerfully aided the Chinese nation in its efforts to establish a suitable Government. The United States has befriended China in its direct need. Although the situation will probably develop many crises before stable Government has been established, the great test of the attitude of the Powers has been made, and the result is that China is to be left free to work out its own salvation."

Temporary Inconveniences. The checking of the drift toward intervention draws from the *St. Louis Star* a similar comment:

"This appears to be the wisest decision yet announced by the Powers which are smarting under the temporary inconveniences of China's political upheaval. Events of the last few years, the present unanimous demands of Chinese leaders of all sections for an autonomous nation, free of all foreign restraints of any nature whatsoever, should make it abundantly clear that the new China can not be permanently suppressed by foreign Armies and Navies no matter what temporary gains are made along the Yangtze."

WHITE MEN NEEDED.

UNDEVELOPED SPACES OF KENYA COLONY.

Great as has been the addition to the white settlers in Kenya during the last few years, there are opportunities for greatly increasing the present numbers.

This was one of the points made by Sir Edward Grigg, the Governor, in an interview with a *Western Morning News* representative. Sir Edward is on a visit to London, and is to attend the Conference of Colonial Governors.

"The time is undoubtedly now ripe for a big forward movement in Kenya, similar to that of 1919," he said. "As a country between two and three times as large as England, Scotland, and Wales put together, there is room for a considerable increase of white population."

Before the effects of the soldier settlement scheme were felt there were approximately 3,000 white settlers in Kenya. To-day there are 15,000, and this number is capable of being steadily increased over a very long period.

"That the colony will ultimately carry a large European population is no longer open to doubt. There are large areas of good land available for immediate farming, including dairying and wheat, which is particularly engaging attention."

EXCHANGE.

CLOSING QUOTATIONS.

June 14th, 1927.

On LONDON.—	
Telegraphic Transfer	2/0
Bank Bills, on demand	2/0 1/16
Bank Bills, at 30 days sight	—
Bank Bills, at 4 months sight	2/0 1/2
Credits, at 4 months sight	2/1
Documentary Bills, 4 months sight	2/1 1/2
On PARIS.—	
Bank Bills, on demand	1,340
Credits, 4 months sight	1,315
On NEW YORK.—	
Bank Bills, on demand	48 1/2
Credits, at 60 days sight	50 1/2
On BOMBAY.—	
Telegraphic Transfer	134 1/2
Bank Bills, on demand	—
On CALCUTTA.—	
Telegraphic Transfer	134 1/2
Bank Bills, on demand	—
On SHANGHAI.—	
Bank Bills, at sight	nom
Private, 30 days sight	104 1/2
On YOKOHAMA.—	
On demand	98
On SINGAPORE.—	
On demand	99 1/2
On BATAVIA.—	
On demand	121
On RAJAH.—	
On demand	93 1/2
On BANGKOK.—	
On demand	93 1/2
SOVEREIGN, Bank's Buying rate	\$9.65
GOLD LEAF, 100 fine, per tola	268
SILVER, per oz.	26 1/2

MILITARY OUTLOOK AT KALGAN.

WAITING FOR NUTCRACKER MOVEMENT AGAINST PEKING.

ANKUOCHUN A RABBLE.

KALGAN, May 30th. To-day is the anniversary of the Shanghai incident, but all is quiet in Kalgan save for innocuous student demonstrations, says the *North China Daily News* correspondent. No missionaries at all are left in this city, and only four foreign business men. The American Consulate is closed, and the Japanese Consulate here and their Vice-Consulate at Chihfeng are under orders to close. Mr. Yamazaki is now in Peking. The red banner still flies over the Soviet Consulate, which is in charge of the Secretary, the Consul being the guest of Chang Tao Lin in Peking since his arrest at the Soviet Embassy on April 6th.

Farmers are happy over crop prospects due to the heavy snows which fell last winter and spring, and to fortunate rains now. But the farmers have suffered heavily at the hands of the Fengtien military in the recently accomplished re-surveys of lands. Many acres which did not correspond with original title deeds have been confiscated by the Ankouchun (Pacify the Country Army) authorities.

All Business Dead. Business is dead. The Asiatic Petroleum Company's Chinese agent is in gaol, and the hong closed. The Standard Oil compradore is still doing business, but one of his staff is also in gaol on a trumped up charge. The Standard Oil is shipping kerosene to Suiyuan by camel caravan, finding it cheaper than shipping by rail. Many of the military surtaxes are thus avoided also. By the express, Suiyuan is 13 hours west of Kalgan.

Ankouchun Hated. The Japanese military observer and his staff are still established here. The Ankouchun regime is intensely unpopular in Chahar, due to their heavy taxes. If the Kuomintang do return from the west, they will be welcomed with open arms by the populace. A movement from the west along the railway against the Fengtien regime here is expected to be synchronized with the advance of the Nationalists along the Tsin-Pu and Kin-Han railways, thus developing a pincer movement against Peking. The Defence Commissioners at Suiyuan, while nominally a Shansi officer, is heart and soul a Feng Yu Hsiang man. In the entire Chahar District there are less than 15,000 Ankouchun troops, and these are rabble, not fit for the Honan front. The Kuomintang can take the Kin-Sui railway as far as Nankow any time they want to walk in, without even a real fight.

Mongol Cavalry Active. Pro-Kuomintang Mongol cavalry are active on the plateau just above us, having captured Linhs, Wulan and Chingping last week. They intend to prevent Kuo Tung from retreating to Jehol or Dolonor when Kuomintang marching orders from the west are given.

Two years ago a gathering of two dozen English-speaking foreigners here at Kalgan was easy to arrange. To-day the foreigners have vanished and business is dead. Railway service is very irregular and slow. Trains between here and Peking always have to stop at least once en route for engine repairs, and as they puff and grind along the road they look like clouds, steam escaping from every joint. We foreigners who are here came back against consular advice for inspection and consultation with our Chinese, and only hope that the railway will stay open until we are ready to return to Peking.

Dr. Sven Hedin. There is a persistent story here that the military authorities at West Paotou have confiscated the explorer Dr. Sven Hedin's camel transport. Among Chinese authorities there is a good deal of suspicion as to the real motives of Dr. Hedin's expedition, especially in view of the known sources of his funds.

TREASURE WIZARD. DIVINING-ROD SKILL WINS A DEGREE.

VIENNA. News has just reached here that the Californian University of Natural Science has conferred an honorary degree on Dr. Emmerich Herzog, known as the "Austrian Treasure Wizard." Herzog is a Viennese engineer who became famous for his skill with the metal divining rod. His first great success was at Trattenbach, in Lower Austria, where he detected a rich vein of copper ore buried deep in the earth. He perfected the use of the divining rod by embodying it in a delicate instrument of his own invention, and surpassed the mythical wonders of the medieval alchemist by "smelling out" gold and silver deposits in Lavantal, Carinthia.

BLUE FUNNEL LINE

SUMMER CRUISES 1927

To Shanghai, Tsingtau, Wei-Hai-Wei, Taku
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	"PATROCLUS"	"ANTENOR"	"HECTOR"
	11,316 tons.	11,174 tons.	11,188 tons.
Leave Hong Kong	June 23rd	July 21st	Aug. 25th
Arrive Shanghai	" 26th	" 24th	" 25th
Leave Shanghai	" 29th	" 27th	" 31st
Arrive Tsingtau	July 1st	" 29th	Sept. 2nd
Leave Tsingtau	" 1st	" 29th	" 2nd
Arrive Wei-haiwei	" 2nd	" 30th	" 3rd
Leave Wei-haiwei	" 2nd	" 30th	" 3rd
Arrive Taku Bar (for Tientsin & Peking)	" 3rd	" 31st	" 4th
Leave Taku Bar	" 6th	Aug. 4th	" 8th
Arrive Chingwangtao	" 7th	" —	" —
Leave Chingwangtao	" 7th	" —	" —
Arrive Dairen	" 8th	" 5th	" 9th
Leave Dairen	" 12th	" 9th	" 18th
Arrive Taku Bar	" —	" —	" 18th
Leave Taku Bar	" 13th	Aug. 10th	" 21st
Arrive Wei-haiwei	" 14th	" 11th	" 22nd
Leave Wei-haiwei	" 14th	" 11th	" 22nd
Arrive Tsingtau	" 15th	" 12th	" 23rd
Leave Tsingtau	" 17th	" 14th	" 25th
Arrive Shanghai	" 23rd	" 20th	Oct. 1st
Leave Shanghai	" 26th	" 23rd	" 4th

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JUDGE OBEYS ORDERS.

SCENE IN SHANGHAI PROVISIONAL COURT.

NATIONALIST OFFICER MAKES A SCENE.

BUT "WINS OVER" THE COURT.

Two youthful officers of the Nationalist Army stationed in Shanghai were arrested in a local Chinese hotel the other evening for being found inside the Settlement in possession of a pistol. At the same time as the police arrested the two officers they released another Chinese who was being held a prisoner in a room at the hotel by these two officers.

The story was unfolded at the Provisional Court when the two military officers made their appearance before Judge Ling and Consular Deputy Kudo, charged with three offences, viz.—Being found in possession of a pistol without a licence, unlawfully imprisoning one Tsang Lung Nui, without authority and, further, with having, on the aforesaid date, prevented the said Tsang from leaving his room, at the Far Eastern Hotel.

One Of Sun's Officials.

The possession of the pistol and the unlawful detention of Tsang immediately suggest the old practice of "squeeze." The accused "made no bones" about the matter when it came their turn to speak to Judge Ling and explain their conduct. According to them Tsang was a "bad official egg" of the former Marshal Sun Chuan Fang administration. He was magistrate at Kaoying and in that capacity had accumulated certain funds which the Nationalist Government wanted, having taken over Kaoying together with other territory in the course of their victorious expedition through Hunan. Tsang, they said, was "holding out on them" to the extent of several thousands of dollars and they were simply holding him until he "coughed up."

Assistant Police Prosecutor P. W. Goldring, conducting the case for the police, told the court that the police had nothing to do with whatever political elements might enter into the case.

Complainant's Story.

The complainant said: "I was appointed to be Magistrate of Kaoying by Governor Zung Dau Yi, in the first moon of last year. Since the first accused arrived with the Nationalist Army to take over my position under the Nationalist Government, I have handed him the sum of \$30,000, through Mr. Chang of the Bank of China. There is, however, a further \$6,000 still in the Bank and the first accused followed me to Shanghai in order to get that money. But the Bank will not pay it to him because he was magistrate for only three days. I was dismissed from the post of Magistrate on June 3rd, when I handed over the seals and money to the first accused on the same day. As I was about to leave Kaoying I was arrested by the accused and his soldiers. They first took me to Yangchow where we stayed for one day only. Then we went to Chinkiang where we stayed another day, finally coming on to Shanghai where I was taken to the Far Eastern Hotel and kept there until the police came and rescued me."

Accused Explains.

Said the first officer: "I am a Hupeh native and an officer in the Nationalist Army. The police cannot hold me as I am acting under instructions from the Government. When the Nationalist Army entered Kaoying the people of that city immediately complained to me that the Magistrate (the complainant) had been over-taxing them."

"I was told," continued the officer, that he raised over \$30,000 towards the military fund of Marshal Sun Chuan Fang. The people insisted that I take over the magisterial office and although I am very young I agreed to do so until someone else could be appointed."

We then arrested and tried the complainant. He was found guilty and fined \$20,000 in addition to being ordered to refund all the money he had collected, as well as

(Continued on next Column.)

WHITE SLAVERY IN CHINA COAST PORTS.

YOUNG RUSSIAN GIRL'S SUICIDE AT TSINGTAO.

GIRLS LURED TO TSINGTAO UNDER FALSE PRETENCES.

Three nights ago at the Carlton Bar a young Russian girl, eighteen years of age, threw herself from a second storey window in an effort to end her life, says the *Tsingtao Times* of June 1st. When falling she struck a lead coping projection, which apparently cut her badly at the back of the neck, but doubtless somewhat broke her fall.

A number of people ran out to pick her up, and an American with some knowledge of medicine succeeded in bringing the poor girl back to consciousness after some time, greatly to the joy of the other women of the bar. The recovery, however, was only temporary and she later died as the result of her injuries.

Our representative yesterday morning witnessed the funeral of this young girl, the motor hearse being followed on foot by a number of Russian women, the friends of the deceased girl, to the cemetery.

Suicide cases among the Russian women in the bars at Tsingtao have been of such frequent occurrence that it is high time the authorities concerned took some measures to prevent the continuance of this White Slavery in our midst, continues our Tsingtao contemporary. It is well known that many respectable girls at Harbin, Vladivostok, and other places within reach of Tsingtao and Shanghai are inveigled into taking up what they believe to be situations as waitresses in various bars at the seaports of China; but they later discover the life to be very different. Bound down by expenses incurred for their fares and the purchases of their clothing, they are tied in such a way that it is very difficult for them to free themselves from their obligations, and they practically never see any money, and have little chance to get clear.

It would be far better, for the sake of humanity, if certain officially controlled bars only were allowed to offer room and board, at a reasonably high rental, to free women who could come and go as they wished, provided they obey the regulations laid down. That is the only method that will end this horrible prevalence of suicide among the white women-slaves of Tsingtao. The number of suicides among them during the last two years is appalling, and a case like this last one is particularly sad because the child had nowhere to turn, was refined and well bred, and in any other environment would have found happiness. There are those who will claim that she was under the influence of drink, of course, and that her death was a sheer accident. Doubtless drink is all too easily obtained under the circumstances of her life; but in that case a duty devolves upon the proprietor of the bar to see that people cannot fall accidentally out of his windows. Can nothing else be done to prevent recurrences?

The seals of office. The complainant did this and was released. But later I received a letter from Headquarters ordering me to arrest him. I did so and afterwards brought him to Shanghai. We stayed at the Far Eastern Hotel."

The second accused then claimed to be the Secretary of the first accused. "I had to look after the complainant," he said, when asked what he was doing at the Far Eastern Hotel. "I had to see that he was always guarded."

The first accused then asked the Court to turn the whole matter over to the military authorities.

Mr. Goldring: The offence was committed inside the Settlement therefore the Provisional Court is the only one competent to try the case."

The judge at this stage announced that he would remand the case, the accused to be kept in custody. Thereupon the first accused, using his hands as a megaphone, bawled at the Judge. "If you send me back to prison, the Nationalist Army will lose all face."

This made Judge Ling stop and think. He revised his decision and allowed the first accused to be released on \$300 cash security and the second accused on bail of \$1,000 cash security. The seized pistol was ordered to be held by the police until the next hearing.

AMERICA HOARDING OIL. TO ENFORCE DISARMAMENT.

SUPPLIES NEARING EXHAUSTION.

The statement that the United States Government intends to store vast quantities of oil as a reserve for its fighting services and, if necessary, will restrict exports to enable it to accomplish this purpose, naturally has a direct interest for England. We get about 60 per cent. of our oil supplies from the United States and Mexico, and about 25 per cent. from the great oilfields in Persia, in which our Government is financially interested. Only about 3 per cent. of the annual consumption of these islands, and the shipping of these islands, is produced within the British Empire. Almost immediately after the end of the war the Admiralty took steps to provide against what might become a dangerous situation in the event of another big and prolonged sea conflict. Thanks to the foresight then shown we now have a permanent reserve of oil fuel in the United Kingdom, which is estimated as adequate to supply the needs of the Fleet at full war strength for at least a year. But with the steady process of "mechanization" in the fighting services the demand is always growing. Oil is now one of the primary sinews of war, and it is not too much to say that any country which could control the oil supply, or even curtail it, would have an advantage which it is impossible to measure.

In some quarters there appears to exist the belief that a political object lies at the back of this reported move by the United States Government. Indeed, it is suggested that since all the efforts of the Preparatory Disarmament Commission at Geneva for eleven months past to find a "formula" have proved abortive, President Coolidge, whose desire to see a reduction of armaments is well-known, may consider that oil might supply that formula.

Vanished Coaling Stations.

The idea is far-fetched, but not altogether out of the question. In the last extreme air Navy could fall back upon Welsh coal, which is notoriously the best in the world, but the structural alterations that would be necessary in ships now fitted to burn oil, and in their boiler, would prove a tremendous undertaking, and the result could not be equally satisfactory in the end. Moreover, coaling stations have now practically vanished off the map. The Air Force, of course, absolutely lives on oil, and so does Army transport. Lack of lubricating oil proved one of Germany's most serious troubles early in the Great War. In fact, it has been admitted that, without oil, the Great War could never have been fought as it was fought—which, of course, is rather like explaining the obvious. We are frequently told that at the present pace of consumption the visible supply of oil in the world cannot last more than a few decades. If this meant a reversion to the older and more chivalrous methods of waging war a great many fighting men would be anything but sorry.—*Naval and Military Record.*

IRON DUKE'S GHOST.

DAME EDITH LYTTLETON'S WEIRD ADVENTURE.

How she met the spectre of the Duke of Wellington in St. James's street, S.W., late one evening in September, 1914, was described by Dame Edith Lytton in the *Weekly Dispatch*. She writes:

By this time I was closer to him, and I noticed with surprise that he was very short. But, said I to myself, that does not alter his look of distinction. I was now almost opposite to him, and could look him full in the face, as he most obviously did not see even that someone was near him. I stopped dead with surprise. I knew that face! I had seen that aquiline nose, that shape of brow, those "blue" steely eyes, clouded now with thought, that Good God! The Duke of Wellington.

The Iron Duke, walking on St. James's street brooding on the danger of England! I was so astounded that I almost spoke to him—but I was afraid to. I stood and watched his slow yet vigorous progression the whole way up St. James's street. I wanted to see which way he turned when he reached the top. Yes—he went westward, down Piccadilly, towards Apsley House.

As soon as I had the opportunity I went to look at the portrait which hung then in the dining-room at 10, Downing-street. Yes, that was my man. I saw him again, and in spirit I greeted him again.

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TRADE UNION TYRANNY IN ENGLAND.

MEN DISMISSED FOR REFUSING TO JOIN.

CO-OPERATIVE SOCIETY AS "BRUTAL LANDLORD."

CALNE, Wiltshire.

An amazing example of trade union tyranny in England, which should dispel any doubts as to the necessity of the Trade Disputes Bill now before Parliament is provided by the threat of the National Union of Agricultural Workers that unless the farm workers at the tiny village of Cherhill, near here, become members of that union they will lose their jobs.

These men are employed at a dairy farm of the Co-operative Wholesale Society, which owns nearly 5,000 acres of land in the neighbourhood and employs 160 men, many of them living in cottages which have been occupied by their families for generations.

The first threat came about a month ago, when 26 of the men received a letter from Mr. R. B. Walker, general secretary of the Agricultural Workers' Union, intimating that unless they joined the union at once they would be dismissed by their employers.

O.W.S.'s Threat.

This was followed by a letter from the Co-operative Wholesale Society

to all the workers, intimating that unless they joined the Union by April 30th they must be dismissed.

These Wiltshire workers refused to a man to be coerced into joining, and a director of the Society was sent from Manchester to handle the situation. All employees were instructed to be present at a meeting on a Saturday during working hours. All attended, but instead of the director who was to explain the Society's attitude, they found that Mr. Walker had been sent to urge the Union demands. In a body the men left the hall and refused to hear him.

When Mr. C. T. Dorch, the director, arrived, the men said they had formed a trade union which would be independent of the Trades Union Congress. They were told, however, that this would not satisfy the Co-operative Wholesale Society, and were given a month to change their minds.

They unanimously declared, however, that nothing would induce them to join any Union which might involve them in a strike.

Funds For Politics.

Each of the 109 workers has signed a declaration which has been sent to Manchester to this effect:

We want to unite to work, not to fight. Our motto is, "For King and Country, Righteousness, and Freedom." We do not want to belong to a trade union which in 1925 spent nearly 50 per cent. of its income on political activities, but only £381 on sickness and accident benefits.

The men are acting entirely on their own initiative without funds or other support.

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HOW TO KILL COMMUNISM IN CHINA.

GENERAL SUTTON'S SUGGESTION TO THE
CHINESE AUTHORITIES.

TAKE OVER CONTROL OF THE CHINESE
EASTERN RAILWAY.

THE SOURCE AND SUPPORT OF ALL
BOLSHEVIST ACTIVITY.

[By GENERAL F. A. SUTTON, M.C.]

The following article on the Chinese Eastern Railway question has been forwarded to us from Mukden by General F. A. Sutton, M.C., who has already left, or is about to leave, on a holiday in Canada. General Sutton has been a prominent figure in the Chang Tso Lin administration of Manchuria for some years and his views on the subject of railway control will read with interest.

While all China is ringing with the dangers of Communism and mighty armies are battling ostensibly to avert them, it seems marvellous that the simple and easy method of eradicating the evil has not yet been attempted. The source and support of all Bolshevist activity are found in the Chinese Eastern Railway with its actual Soviet control and its huge Russian staff. This Russian personnel is not devoted exclusively to the interests of the Railway. It finds time, money and service for the furtherance of the aims of the Third Internationale which have so successfully disrupted China. Why not strike at the root of the evil? Marshal Chang Tso Lin rendered the world a service when he caused the Soviet Embassy adjunct in Peking to be raided because it was known to be a centre of Communist activity which was working for the overthrow of the Government. That action called for some degree of courage as it entailed the possibility of a rupture with Russia. The action suggested, the obvious and logical duty of the Chinese authorities to take over the control of the Chinese Eastern Railway, calls for no particular degree of courage because the Soviet Government has put itself on record as ready and willing to give up all privileges fled from China by the "Trust" regime. Marshal Chang Tso Lin's policy and China's interest alike demand that the Chinese Eastern Railway should pass from Soviet control into Chinese hands, thus automatically dispersing the organisation responsible for the spread of Communism in China and ridding the world of a menace to the peace of nations.

Past masters as they are in the art of propaganda, the emissaries of Moscow have succeeded in diverting attention from the "imperialism" of Soviet Russia by focusing Chinese attention upon what are euphemistically termed the "unequal treaties" between China and the Powers. Thus it is that the continued infringement by Soviet Russia of Chinese sovereignty in respect to the control of a railway on Chinese territory is overlooked, and by the same token the Treaty of 1924 between China and the Moscow Government is also disregarded, a treaty which is not only unequal from the Chinese point of view as it imposes limitations upon Chinese sovereignty but also violates the principles enunciated by the Washington Conference and accepted by the Chinese delegates. That the interested Governments should stand idly by and permit the Soviet efforts directed against them is incomprehensible, but nevertheless history is witness to the fact that the Powers did nothing to check this wicked propaganda.

The Treaties.

To the lay mind the treaties governing the status of the Chinese Eastern Railway may appear somewhat complicated, but when such men as Senator Borah and David Lloyd George are permitted to air their colossal ignorance on Chinese affairs, it seems worth while to make an effort to set forth the position simply and clearly. At the outset, let it be remembered that the Chinese Eastern Railway passes through the North part of Manchuria, uniting Vladivostok with Siberia. Harbin is situated approximately at its centre and from this city a branch goes south to Dairen and Port Arthur. Of this Southern branch one-third part still belongs to the Chinese Eastern Railway but the southern two-thirds was ceded to Japan after the Russo-Japanese War and is now administered by the South Manchurian Railway Company. By virtue of a contract signed between the Peking Government and the Russo-Chinese Bank in 1896 China gave the right to build these lines to a group of Russian capitalists and not to the Russian Government. Parenthetically it should be remarked that since 1919 the Bank in question has been known as the Russo-Asiatic Bank when it was amalgamated with the North Bank, a banking institution working with French capital in Russia. Since that time the French capitalists have been interested in the Russo-Asiatic Bank. According to this contract of 1896 the Russo-Chinese Bank engaged to form a share capital company to build a railway in Manchuria. The company had to be constituted in conformity with Russian laws, but its seat had to be given by the Chinese Government which means

that it was a Chinese concern. The President of the Company had to be appointed by the Chinese Government and ownership of the shares was restricted to Chinese and Russian subjects, Governments or Government institutions being excluded. The concession was to run for eighty years, after which the railway with all its assets was to be handed over to China without payment, but the Chinese Government has the right to redeem it by payment after 30 years from the date of its opening for public traffic. The Chinese Government was not responsible for losses that the Company might incur.

The Company was duly formed and the construction of the Railway was completed in 1902. The greater part of the shares remained in the hands of the Bank.

Loan From Russia.

As the capital for the building of this railway was insufficient for the purpose, the Company had to borrow money, which it did from the Russian Government, giving as security the shares which it held. The Company, until this loan was repaid, had to agree to a certain degree of Government control in the conduct of the business but the administration remained with the Company, in St. Petersburg, in the hands of a board of directors elected by the shareholders at annual general meetings held in St. Petersburg or Peking, and in Harbin in the hands of a general manager appointed by this Board with the approval of the Russian Government. The Russian Government was not the owner of the railway, simply a creditor. After the Russo-Japanese War part of the line was surrendered to the Japanese with the consent of the Company and against a substantial remuneration which was deducted from the sum owing by the Company to the Russian Government.

No change in the order of things as described above took place until 1917 when the Bolsheviks came on the scene in Russia.

Situated as it was in China, the Chinese Eastern Railway had to follow the policy of the Chinese Government after the peace arrangement between the Soviets and Germany in November 1917 and had to refuse to recognise any attempt to control the line on the part of the Bolshevik Government. In March 1918 was held in Peking a general assembly of shareholders at which the former Board of Directors then remaining in St. Petersburg was dismissed and a Board of Directors with residence in Harbin was elected. At the same time foreign intervention took place in Siberia and the Chinese Eastern Railway fell under the control of an international technical board with an American, General Stevens, as chairman. On several occasions this Board advanced money to the Railway up to a few million gold dollars.

China having decided to refuse recognition to the Russian Minister and Consuls of the former regime, a provisional agreement was signed in October 1920 between the Russo-Asiatic Bank and the Chinese Government by which the latter assumed the control of the Chinese Eastern Railway which previously belonged to the Russian Government, and was exercised after 1917 by the Russian Minister against different privileges which, however, did not affect the administration of the Railway by the Company or the rights of the shareholders. These rights were confirmed by this agreement.

Recognition Of Soviet Russia.

In 1924 China recognised Soviet Russia and the Treaty under notice was signed, according to which the Chinese Eastern Railway was taken over by the Soviet and Chinese Governments without compensation to the Company. That put a period to the private character of the Railway which is now a Government enterprise in the hands of the Soviet and Chinese Governments. It is true that one of the articles of the 1924 Agreement sets forth that the Soviet Government undertakes to indemnify the shareholders, bondholders and creditors of the Railway but up till the present nothing has been done in this direction, and strangely enough, none of the creditors among whom the United States of America is numbered, have taken any steps towards the enforcement of this undertaking.

More important, however, are the doubtful principles which a study of this Treaty reveal.

Firstly, the Treaty gives the Russian Government the right to administer a railway on Chinese territory without extending any reciprocal privilege to the Chinese Government.

Secondly, it gives to the Soviet a special privilege which no other foreign Governments enjoy in China, an arrangement which is contrary to the decisions of the Washington Conference.

Thirdly, this privilege practically creates a sphere of influence in the Chinese Eastern Railway zone which is also contrary to the decisions of the Washington Conference. How this order of things affects foreign interests can be told by every business man in North Manchuria. The Standard Oil Company, for instance, might tell how special preferential tariffs were introduced in order that the American product might be favoured of Russian oil. The local coal owners will tell that the freight rates from the stations where they load, midway between Vladivostok and Harbin, are higher than those which have to be paid on coal transported between those points.

Principles Of Washington Agreement.

In support of the assertion that the principles of the Washington Agreement the following excerpts from the Nine Powers Treaty signed at Washington, February 6th, 1922, with China participating, are offered:

Art. I. The Contracting Powers other than China agree (a) to respect the sovereignty, the independence and the territorial and administrative integrity of China. (c) To use their influence for the purpose of effectually establishing and maintaining the principle of equal opportunity for the commerce and industry of all nations throughout the territory of China.

Art. II. The Contracting Parties agree not to enter into any treaty, agreement, arrangement or understanding, either with one another or individually or collectively with any Power or Powers which would infringe or impair the principle stated in Article I.

Art. III. With a view to applying more effectually the principles of the open door or equality of opportunity in China for the trade and industry of all nations, the Contracting Powers, other than China, agree that they will not seek, nor support their nationals in seeking (a) any arrangement, which might purport to establish in favour of their interests any general superiority of rights with respect to commercial or economic development in any designated region of China; (b) any such monopoly or preference as would deprive the nationals of any other Power of the right of undertaking any legitimate trade or industry in China, or of participating with the Chinese Government, or with any local authority, in any category of public enterprise, or which by reason of its scope, duration or geographical extent is calculated to frustrate the practical application of the principle of equal opportunity.

It is understood that the foregoing stipulations of this Article are not to be construed as to prohibit the acquisition of such properties or rights as may be necessary to the conduct of a particular commercial, industrial or financial undertaking or to the encouragement of invention and research.

China undertakes to be guided by the principles stated in the foregoing stipulations of this Article in dealing with applications for economic rights and privileges from governments and nationals of all foreign countries, whether parties to the present Treaty or not.

Art. IV. The Contracting Powers agree not to support any agreements by their respective nationals with each other designed to create spheres of influence or to provide for the enjoyment of mutually exclusive opportunities in designated parts of Chinese territory.

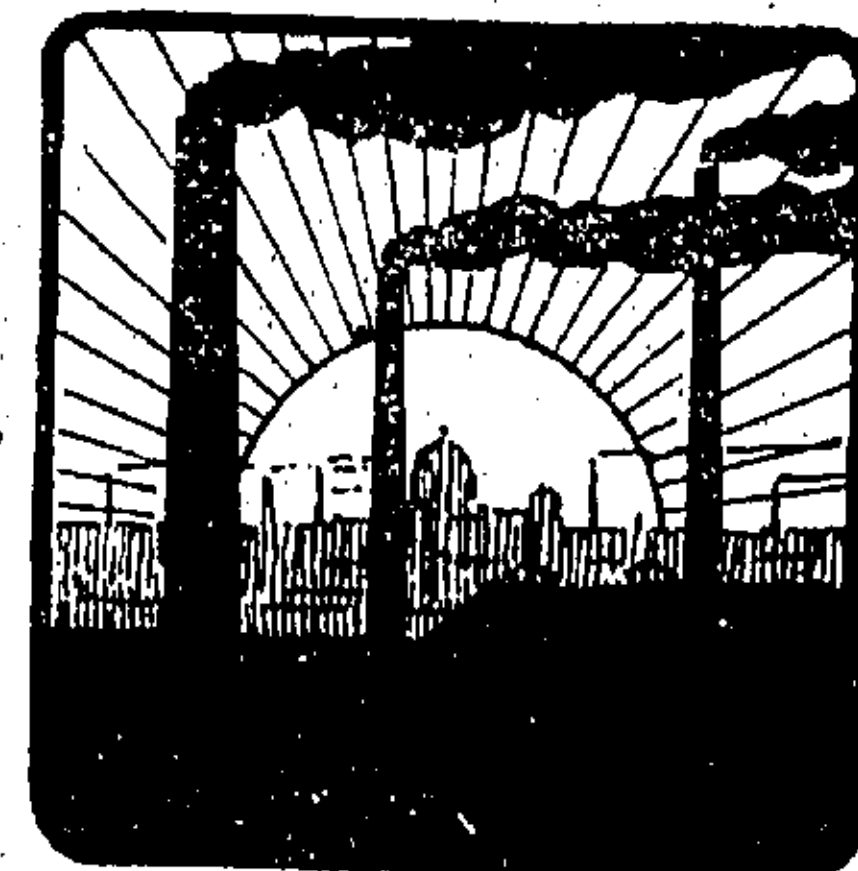
Art. V. China agrees that, throughout the whole of the Railway in China, she will not exercise nor permit unfair discrimination of any kind. In particular there shall be no discrimination whatever, direct or indirect, in respect of charges or of facilities of passengers or the countries from which or to which they are proceeding, or the origin or ownership of goods or the country from which or to which they are consigned, or the nationality or ownership of the ship, or other means of conveying such passengers or goods before or after their transport on the Chinese Railway.

The Contracting Powers, other than China, assume a corresponding obligation in respect of any of the aforesaid railways over which they or their nationals are in a position to exercise any control in virtue of any concession, special agreement or otherwise.

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China is now on the eve of adjusting her treaty relations with foreign Powers. As a matter of fact she has started already to revise certain existing treaties, and it is not too much to expect that during the negotiations looking towards such revision the position of the Chinese Eastern Railway will come up for discussion. Doubtless the attention of the Chinese Government will be drawn to the violation of the Washington Treaty represented by the present status of the Railway and request made for a change in conformity with the engagements entered into by China at Washington.

Alternative Suggestions.

Such change might be brought about by

1. Cancellation of those stipulations of the Soviet-China Treaty of 1924 which give such extensive privileges to the Soviet Government on the Chinese Eastern Railway, or

2. Extension to all other countries signatory to the Nine Power Treaty the same privileges which the Soviet enjoy, i.e., the internationalisation of the Railway, or

3. Assistance to China to redeem the Chinese Eastern Railway at once.

By adopting one or other of the courses suggested the Powers will not only safeguard their own interests but those of China as well, for, be it remembered that since the Soviet was allowed to participate in the administration of the Chinese Eastern Railway the entire region served by it and far beyond has been affected by an intense Bolshevik propaganda, an activity which certainly does not ordinarily fall within the compass of railway management. All the officials and workmen, who according to the 1924 Treaty are either Soviet or Chinese citizens (another violation of the principle of "equal opportunity"), must be members of trade unions which are directed by local Soviets under the control of the Central Executive Council of professional unions in Moscow, whose representative resides in Harbin and supervises the operations of the local unions. Not only the employees of the Railway, but also all Soviet citizens in Manchuria must be members of unions according to their callings and in this way be under the control of the Moscow agents.

Such an organisation, directed as it is by members of the Communist Party conjointly with the local Soviet consuls, constitutes a very strong power—in fact, it becomes a state within a state—with an almost unlimited capacity for evil, especially as it has at its disposal practically all the money earned by the Chinese Eastern Railway. The enjoyment of this extraordinary advantage is due to the unbelievable failure on the part of the representatives of the Chinese Government to stipulate in the 1924 Treaty that the control of the revenues of the Railway should be in the hands of the Agents of both countries. For some time the Chinese have been endeavouring to have this error rectified; but so far without success. When it is borne in mind that the net profits of the Railway last year, according to official returns, amounted approximately to twelve million dollars some conception will be had of the Bolshevik possibilities for the mischievous propaganda which has been carried throughout the length and breadth of China. Moreover, it serves to magnify the error committed by those in charge of foreign interests in this country, or at any rate by the representatives of the Nine Powers who sat at Washington, when they failed to take joint action in order to prevent the 1924 Treaty being put into operation. They had plenty of time in which to do so as, though the Treaty was signed on May 31st of that year, the two Governments concerned did not assume control of the Railway until October 3rd.

From the foregoing it will be seen that the Chinese Eastern Railway under its present control is the source and origin of the devastating propaganda which is disrupting China and presenting serious problems for the Powers, and the sooner a change is made the better for China and for the peace of the world.

OVER ZEALOUS REVENUE OFFICERS.

INTERFERENCE WITH PACKING CASES.

OWNER DISCHARGED.

A Shaikwan Chinese was charged before Mr. R. E. Lindsell with resisting search by revenue officers on Monday.

A Chinese revenue officer stated that accused called a sampan on arrival at the wharf. Witness went on board and attempted to examine the contents of several packing cases which the accused claimed, but he was resisted. Another revenue officer went to the witness's assistance, and soon afterwards a police Sergeant arrived. Accused was then removed to the station with his packing cases.

Accused told the officer that the cases contained wax candles from Singapore. The revenue officer and his "fuk" alleged accused, assaulted him. One caught him by the throat while the other struck him on the side of the face and chest. Accused blew a police whistle and the police Sergeant came.

Sub-Inspector Murphy said that the revenue officer was put on the wharf to see that no arms were taken on board the launches. He could search luggage but had no power to break open packing cases, which should be removed to the station to be examined. The revenue officer had no business to carry a screw driver about with him. He was certainly not officially supplied with it.

Remarking that the revenue officer had exceeded his duty, the Magistrate discharged the accused.

A NET STEALING CHARGE.

YESTERDAY'S RE-HEARING.

Yau Ping (52) a fisherman, appeared before Mr. R. A. D. Forrest at the Central Magistracy yesterday on a charge of stealing—or alternatively of unlawfully possessing—20 fishing nets belonging to Chan Ko Lee, of Deep Water Bay, between April 19th-20th.

Some time ago defendant was sentenced to two months' hard labour for unlawful possession of the nets, but on the application of Mr. C. A. S. Russ a re-hearing was granted.

Mr. C. A. S. Russ again appeared for defendant.

The owner of the nets identified a number of them as his by the name upon one of the floats. He stated that in their present condition the nets were worth about \$2 each. After the evidence of the proprietor of the Kai Fat Hop fishery had been taken the case was adjourned until June 16th.

TRESPASS IN FORT BELCHER.

A fine of \$10, with the alternative of fourteen days' hard labour was imposed upon a Chinese who was charged yesterday at the Central Magistracy with trespassing in Belcher's Fort on Monday. Defendant pleaded "guilty."

Inspector Grant stated that no information about defendant had been forthcoming. He believed that defendant had found his way into the fort through an unlocked lower gate. The address given by accused proved to be an empty house.

THE "LEUNG KWONG" DISASTER.

THE COLLISION AND SINKING.

COXSAIN OF "MOONSHINE'S" STORY.

MASTER OF "LEUNG KWONG" DESCRIBES COLLISION AND SPEAKS OF LOCKED GRILLES.

The enquiry into the circumstances of the deaths of the victims of the collision between the *Leung Kwong* and the steam launch *Moonshine* in the Cap Sai Man Pass on May 9th, was resumed at the Central Magistracy yesterday. The Court sat during the morning and afternoon, and the enquiry was adjourned till to-morrow morning.

Mr. R. E. Lindell is acting as Coroner and has with him a special jury comprising Messrs. F. C. Hall (foreman), W. Logan and J. E. Joseph. With Mr. Lindell, on the bench yesterday was Lieut.-Comdr. G. F. Hole, R.N. (Harbour Master).

It will be remembered that about 150 lives were lost, including the Chief Officer (Mr. F. E. A. Martin) and the Chief Engineer (Mr. Donaldson). Most of the victims were steerage passengers.

The morning session yesterday was taken up with the evidence of the coxswain of the *Moonshine*. He asserted that on the night in question he saw the lights of the other vessel approaching and sounded one blast to warn her that he was going to pass her on her port side. He kept to the rule of the road, which was to the right. The other vessel, however, according to witness, altered her course towards him.

In the afternoon the Master of the ill-fated *Leung Kwong* was called and gave his version of the collision and said that blasts were sounded from the *Leung Kwong*, but he heard no reply from the *Moonshine*. This witness gave details of the number of passengers, and was questioned regarding the locked grilles, of which he gave particulars of their situation and explained that the No. 1 guard had charge of the key.

Mr. G. S. Hugh Jones, of Messrs. Wilkinson and Grist, watched the inquiry on behalf of the owners of the *Leung Kwong*. Mr. T. G. Bennett, of Messrs. Johnson Stokes and Master, represented the interests of the *Moonshine*, as well as her coxswain and crew, and Mr. Geo. K. Hall Brutton, represented the interests of Captain Wilson of the *Leung Kwong* and the widow of Mr. F. E. A. Martin.

Li Hwang, the coxswain of the *Moonshine*, gave evidence. He said the launch belonged to the Lee Wing, a Chinese concern. It was registered in Hong Kong and flew the British flag.

On May 9th last, continued the coxswain, he was in charge of the launch. Coming through the Pass at about 7.30 p.m., they steamed on the right (Lantau) side, witness saw the lights of a steamer coming towards him.

He sounded one blast on his whistle to indicate that he was taking his launch past the approaching vessel on their port side. He received no reply, and kept on his course. When the vessels were a little over 200 feet apart, he suddenly caught sight of the starboard light. This showed that the other vessel had altered its course and was making straight towards the launch. Then the collision occurred.

The Coroner: What did you do when you saw this happening?

Witness: I put the launch full speed astern.

Collision Described.

Describing the collision, the coxswain said the bows of the two vessels came into contact. The bow of the launch struck the other vessel about two feet from the point of its bow on the starboard side. Witness then took his launch alongside the *Leung Kwong* for the purpose of securing the passengers, sounding a distress warning on his siren whilst doing so. He took on board between 60 and 70 persons from the *Leung Kwong*. The launch then drifted to between 50 or 60 persons were taken off. Witness recognised the vessel as the *Leung Kwong* at the time of the collision. The rescued persons became afraid that the launch would founder and some of them transferred to fishing boats which had arrived on the scene by that time. A further 10 or 20 people were picked up from the water. Witness's launch remained on the scene about an hour, after which he proceeded to Cheung Sha Wan. It was a fine night, not very dark, the wind was from the east and the tide, fairly strong, was running with the launch.

Width Of Channel.

In reply to Mr. Lindell witness estimated the speed of the launch at about nine knots with the tide before the collision, and he said the launch was about 200 feet from the Lan Tau island side of the pass. The width of the pass was 1,500 to 1,600 feet.

Mr. Bennett: When you saw the *Leung Kwong* on your port side, if your launch and the *Leung Kwong* had maintained their course, would they then have passed one another safely?—Yes.

When the *Leung Kwong* started to turn to port, about how far was she on your port side?—A little over 200 feet.

In reply to further questions witness said the *Leung Kwong* sank in three or four minutes.

Witness said he remembered the Marine Court of Enquiry last month and that he gave evidence. That evidence, he added, was substantially the same as he had given that day.

Mr. Bennett: Do you know what the finding of the Court was?

THE "KOCKY OLLY BIRDS."

HOW THE NAME ORIGINATED.

TO-NIGHT'S REGIMENTAL CONCERT.

The Regimental Concert Party of the 2nd Bn. The King's Own Scottish Borderers, who are giving a performance in the Cinema, Mount Austin, to-night, and at the Royal Naval Canteen Theatre to-morrow night, derive their title from an old Regimental nickname. The full-dress head-gear of the regiment is decorated by a Blackcock's feather, which the Pipers wear at the present time in their glengarrys, and this, with the initial letters of the regiment's old title, "King's Own Borderers," gained it during the Boer War the name of "Kocky Oly Birds,"—or sometimes "Kocky Oly Boys." The nickname has fallen into complete disuse during recent years and has almost been forgotten, so by adopting it as their title the Concert Party are forging a link with the past.

The "Kocky Oly Birds" of to-day, we hear, have produced a bright and cheery show as their first effort in Hong Kong. Their programme seems to promise one evening's amusement that will enable one to forget all about the hot weather—and it should be remembered that the coolness of Mount Austin is in itself an incentive to travel there.

Sets can be booked at Anderson's, and we think the show would be well worth a visit, either to-night at Mount Austin or to-morrow night at the Royal Naval Canteen Theatre.

The entertainment by the way, begins at 8.30 each evening and in addition to the programme provided by the "Kocky Oly Birds" there is also an added attraction in the appearance at each performance of the full band of the 2nd Bn. the King's Own Scottish Borderers.

RIVER LEVELS.

KWANGTUNG CONSERVANCY BULLETIN.

West River at Shihing: June 12th, 10ft. 8ins.; June 13th, rising; highest level on record 41 feet; lowest on record 0in. North River at Tsingyuen: June 12th, 15ft. 5ins.; June 13th, rising; highest level on record 28ft. 7ins.; lowest 0in. North River at Samshui: June 12th, 10ft. 9ins.; June 13th, rising; highest level on record 27ft. 3ins.; lowest 5ft. East River at Sheklung: June 12th, 11ft. 3ins.; June 13th, 11ft. 7ins.; highest 15ft. 2ins.; lowest 3ft.

quarters and the third-class passenger's accommodation were locked. About twenty coolies, in charge of cargo, were on the bottom deck. As regarded the gangways, there were two on each side of the vessel—two aft and two forward. They opened outwards.

Asked about the key of the grilles, witness said this was kept by the No. 1 guard.

When the ship was on the point of striking he shouted to the master of the *Moonshine* to ask what he was doing.

In further answer to Mr. Hall Brutton, witness said that he had always found Mr. Martin, the Chief Officer, a trustworthy, careful and sober officer.

Two blasts were sounded from the *Leung Kwong*, but he heard no reply.

Coxswain Recalled.

The Coxswain of the *Moonshine*, who had given evidence at the morning hearing, was recalled.

In answer to questions by Mr. Hall Brutton he said that he was on the bridge of the *Moonshine* and had another man with him at the wheel.

This man, explained witness, was still on the *Moonshine*, but was not called to give evidence at the Marine Court Enquiry.

The collision took place at 7.30 p.m.

In reply to further questions, witness said that he had often passed through Capsuimun Pass. He denied knowing that the Kongmoon steamers passed through the Pass at that time of the day.

He only knew a few Chinese characters and could read some of the names on ships, when they were in Chinese characters.

Ships coming from Hong Kong when going through Capsuimun Pass usually kept to the middle of the channel or to the starboard side.

The width of the channel was about 1,500 to 1,600 feet.

Witness also said that from Ma Wan Point he altered the course of the *Moonshine* for Lan Tau.

Following a technical discussion regarding the collision Mr. Lindell adjourned the enquiry until to-morrow morning at 11.30.

CRIME IN CANTON.

KIDNAPPING AND HIGHWAY ROBBERY.

CENTRAL LABOUR UNION ORGANISATION.

FORTHCOMING BIG REVIEW OF WHAMPOA CADETS.

[FROM OUR CHINESE CORRESPONDENT.]

Notwithstanding the presence of a large force of military and police in Canton City the crime wave shows no sign of lessening. Highway robberies and kidnapping are very prevalent and people are complaining that only the most primitive methods of crime prevention and detection are being employed. Squads of soldiers bearing arms are often seen parading the streets but they do little or nothing towards capturing the criminals who, of course, know when they are coming and wait until the coast is clear before putting their plans into action. Just recently \$18,000 in banknotes were seized from shroffs on their way to the banks.

Captain Chan Chak, who was a staunch supporter of Dr. Sun Yat Sen in the early days of the Kuomintang activities, will be appointed a member of the Kwangtung Administrative Council in order that he may represent the interests of his clansmen from the island of Hainan.

Agents of the Kwangtung Chung Kung Wui, or Central Labour Union, are being sent to all principal towns and districts of the Province by the central authority in order that they may form branch unions subject to the supreme control of the office in Canton. The Central Labour Union has always been "anti-Red" and opposed to the Workers' Delegate Conference, a Kuomintang subsidiary organisation which was at one time practically controlled by communists.

General Huang Shag Hung, the acting Military Governor of Kwangsi, is being summoned to Nanking. As General Huang has both civil and military power he is to all intents and purposes the supreme ruler of the province. In Chinese politics the only way to remove a powerful individual from his official post is to give him a national job without corresponding authority or to abolish his office under some re-organisation scheme. It is not known yet whether General Huang will or will not return to Kwangsi.

There will be a great review of cadets at the Whampoa Military Academy on June 16th when the institution will celebrate the third anniversary of its re-organisation by General Chiang Kai Shek.

Nanking authorities are said to be willing to release Mr. Kan Kuni Shek from military custody on the payment by his relatives of \$20,000. Mr. Kan who is alleged to have been a Red leader in Canton was caught while going to Hankow from Canton by way of Shanghai. He was active in Canton politics and at one time visited Hong Kong as a representative of the merchants to discuss the possibilities of ending the Canton-Hong Kong boycott.

Officials of the Seamen's Union are displeased at the unwillingness of the Hong Kong Authorities to deal direct with them and they are said to favour another strike of Chinese seamen. Only lack of support from the seamen on board British vessels and the very chilly attitude of the Kuomintang officials have prevented these leaders issuing strike orders. The recent refusal of the captain of the s.s. *Lungshan* to allow the seamen to hold a meeting on board and a similar prohibition by the captain of the s.s. *Kinshan* on June 11th are being cited as unfriendly acts on the part of the British "imperialists."

Of the \$1,500,000 the Canton merchants have been ordered to subscribe towards the \$3,500,000 promised to the unemployed strikers on their disbanding some \$750,000 has been paid. The Police are making a house-to-house visit for payments.

Mr. Foo Ping Sheung, a brother-in-law of Dr. C. C. Wu, has been appointed Vice-Minister of Foreign Affairs in Nanking.

Mr. Chen Yao Tao, acting Commissioner of Reconstruction in Canton, a brother-in-law of Mr. Wang Ching Wei, one of the Hankow leaders, is to be asked to resign and the post will be given to Captain Chan Chak. The Commissioner of Reconstruction has control of the railways in Kwangtung.

A PRIVATE WATER SUPPLY.

SHOULD IT BE USED BEFORE FINAL TESTS FINISHED?

DAIRY FARM, LTD., AND SANITARY BOARD.

The Dairy Farm Co., Ltd. are carrying out some experiments preliminary to installing a private water supply, and the question as to whether the water should be used before all tests are finished came before the Sanitary Board yesterday afternoon.

The question arose out of the laying on the table of the report from the Government Bacteriologist on the various water supplies of the Island for the month of May and the month of June. A report on the Dairy Farm Water Supply was included among these reports.

The President informed the Board that the Dairy Farm had now installed a filter which had been in running order for a matter of two months. The P.C.M.O. and his experts were making a series of experiments as to the efficiency of the filtration. The experiments, it was estimated, would take over a year to complete. Very careful tests were being made with regard to the rainfall, etc. Two reports were now to hand and these had been merely circulated for the information of the Board.

The matter was still in the hands of the P.C.M.O., and he thought that actually it would have been better to wait until the whole series of experiments had been completed before a report had been submitted to the Board.

Mr. J. E. Braga remarked that he would like to have the assurance that the private supply of water to the Dairy Farm would not be used while the experiments were being conducted by the P.C.M.O. By that he meant that the water should not be used for any purpose that might be likely to contaminate the milk supply.

The President: I will take up that point.

The only other business of interest was the granting of permission to erect of a 12-stall market for beef and fish at To Kwa Wan, in accordance with the plans of the Director of Public Works.

Those present at the meeting were: Mr. N. L. Smith (President), Mr. Wong Kwong Tin, Mr. J. P. Braga, the Hon. Mr. H. T. Jackson (Director of Public Works), Dr. G. W. Pope (Medical Officer of Health) and Mr. D. Davies (Secretary).

EXCEEDING THE SPEED LIMIT.

MEMBER OF P.W.D. FINED.

Mr. A. P. Glanville of the P.W.D. was summoned by the Traffic Department yesterday for exceeding the speed limit on the Island Road, near the Dairy Farm, at Pokfulam. The case was tried by Major C. Willson.

Sergeant S. C. Saunders stated that on the evening of May 27th, he was on duty on the Island Road between Aberdeen and Pokfulam. He noticed the light of a motor car behind him as he started to ascend the Dairy Farm Hill, where speed limit was ten miles per hour. He accelerated to 18 miles per hour. The defendant tried several times finally to overtake him without success, but he rushed past. The sergeant stated that he was on the left side of the road all the time.

Mr. Glanville denied that the sergeant was on the left-hand side of the road all the time. He stated that he had had ten years' experience, and also that he was accompanied by his wife and child, at the time and it was unlikely he should be exceeding the speed limit as suggested. Defendant was fined \$10.

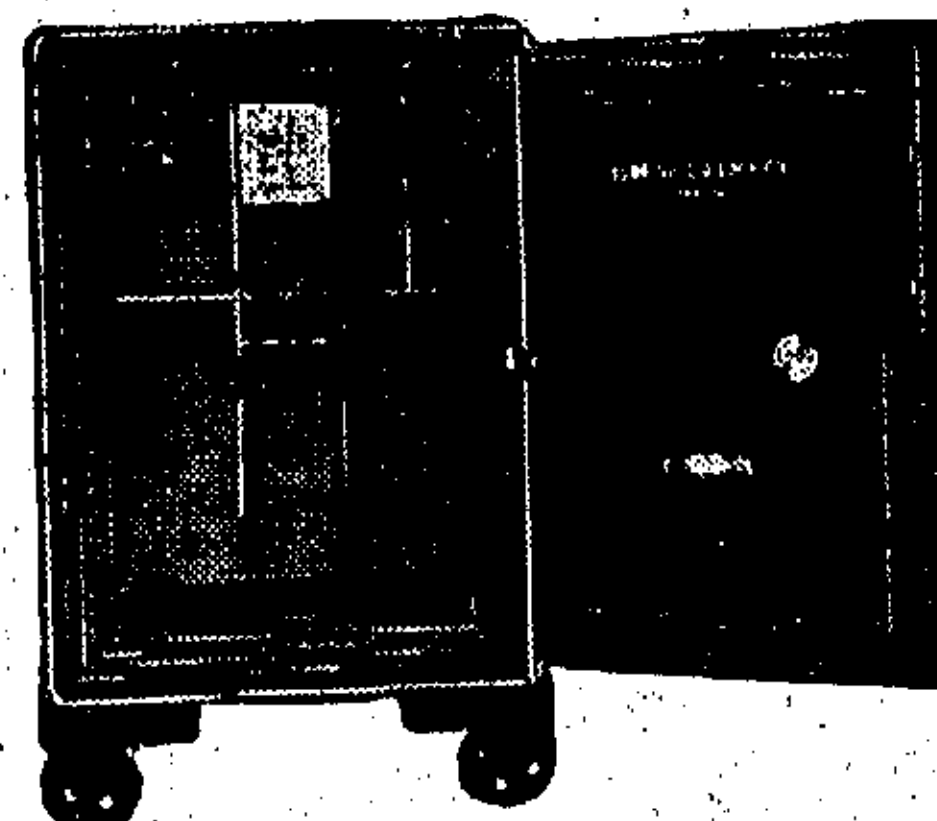
MOTOR-CYCLE AND RICKSHA COLLIDE.

A LADY BADLY SHAKEN.

Lance Corporal C. Gray of the 66th Field Co., R.E., was driving a motor cycle from the Nanking Camp at Shamshuipo on Monday when at the junction of Nathan and Peking Roads a ricksha crossed in front of him. The cycle collided with the off wheel of the ricksha and the force of the impact threw the rider on to the ricksha, causing it to upset. The occupant of the ricksha, Mrs. E. J. Cordery, was thrown out and knocked unconscious. A passing Military ambulance was stopped by the Lance Corporal and the injured lady was removed to the Military hospital. She recovered sufficiently after treatment to be taken to her home. The Lance Corporal suffered some small bruises as the result of falling against the ricksha.

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[6031]

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THE LIST OF SUBSCRIBERS will be CLOSED on THURSDAY, 16th JUNE, 1927 at 5 P.M.
By Order,
C. B. BROWN,
Secretary.

HONG KONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the FIFTH EXTRA RACE MEETING to be held on SATURDAY, 25th JUNE, 1927 (Weather Permitting), may be obtained at the Race Course, Hong Kong Club and Causeway Bay Stadium.
Entries will CLOSE at 1 P.M. on THURSDAY, 16th JUNE, 1927.

[5017]

WAR DEPARTMENT
CONTRACTS.

SEALED TENDERS will be received at the Office of the O.C. R.A.S.C., Headquarters, Victoria Barracks, Hong Kong, until 12 Noon on the Date stated, for the undermentioned Services for the Periods as stated:—
For a Period of SIX MONTHS, COMMENCING 1st JULY, 1927.
23rd JUNE, 1927:—
Conservancy Services—SHAM SHUI PO Camp and all Billels occupied by Additional Troops on Kowloon Peninsula.
For a Period of SIX MONTHS, COMMENCING 1st AUGUST, 1927.
MONDAY, 4th JULY, 1927:—
Barracks
Black Salt
Green Grass
Tender Forms and any necessary Information may be obtained at the above Office between the Hours of 10 A.M. and 1 P.M. Daily except Sundays. [5030]

PUBLIC AUCTION

BY ORDER OF THE MORTGAGEE.
VALUABLE LEASEHOLD PROPERTY.

SITUATE at Victoria, Hong Kong, registered at the Land Office as SECTION A of INLAND LOT No. 17, Together with all Buildings thereon known as Nos. 38 & 40, Queen's Road Central and No. 1, Stanley Street to be Sold by PUBLIC AUCTION on Monday, the 20th day of June, 1927, at 3 o'clock P.M. by Mr. E. V. M. R. De Sousa, the Auctioneer, in his Auction Room, No. 4, Duddell Street, Hong Kong.

For further Particulars and Conditions of Sale, Apply to—Mr. E. V. M. R. De Sousa, Auctioneer, or to Mr. E. V. M. R. De Sousa, the Auctioneer, Hong Kong, the 19th day of May, 1927. [4938]

NOTICE.

NOTICE IS HEREBY GIVEN that Mr. ARTHUR BALD RITCHIE, Chartered Accountant, our Senior Assistant in Hong Kong for some years past, has from THIS DATE been Authorised to Sign the Firm in all matters pertaining to our Hong Kong Office.

LOWE, BINGHAM & MATTHEWS,
Chartered Accountants,
Hong Kong.
11th June, 1927. [6020]

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PRINCE'S BUILDING, CHATER ROAD. [505]

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The Daily Press.

HONG KONG, JUNE 15th, 1927.

TRADE ON THE YANGTZE.

WHILE Chinese generals of the type of YANG SEN are free to sail up and down the Yangtze, commandeering shipping at their own sweet will and declaring themselves to be anti everything associated with the foreigner, there does not appear to be much hope of an early resumption of business. This is the conclusion arrived at by the party of commercial men who have just returned from a tour of investigation as far as Ichang. Good and profitable trade could be done immediately if there was the slightest security that stocks would not be looted, because the people are urgently in need of foreign products, but instead of security there is a prevailing spirit of lawlessness and instead of looking forward to a return of peaceful conditions Chinese merchants are liquidating their businesses and clearing out from these districts just as quickly as they can. As is always the case with civil war in China wandering bands of soldiers, unattached to any particular military command, set up in business on their own account and prey upon the countryside. Between Shashi and Ichang alone it is reported that no fewer than 52 bandit stations have been established, which hold up and extort heavy "protection fees" from all passing junks and lighters.

While such conditions prevail it is difficult to attach much importance to the high sounding political experiments which apparently the Nationalists are including in their

programme. An article by Mr. GEORGE E. SOKOLSKY appeared in the *Daily Press* yesterday describing the efforts being made to bring politics under army control by the elimination, or the re-organisation, of the committee form of Government favoured by the former Russian advisers of the Southerners. The idea of the establishment of these committees was to prevent too much power being concentrated in the hand of any one individual. The disadvantage, as CHIANG KAI-SHEK discovered, was that the committees might work, through jealousy or fear, to undermine the influence of any man who stood out above his fellows. Therefore, the system of government by committee is condemned, but what is the point of extolling or condemning any particular form of government in present circumstances? No effective Government will, or can be established until there is an end of the fighting which, as shown, leaves inevitably a trail of anarchy and banditry in all sections of the country through which the armies pass. Another paper reform is the regulation under which the Nanking Government strikes in areas under their jurisdiction. Boards of arbitration are to be established to settle industrial disputes and if these Boards fail to obtain a settlement the question in dispute has to be referred to the Government itself whose decision will be final. Thus on the one side we have a Government establishing elaborate machinery to prevent labour tyranny while on the other an ally of the Government in the person of General YANG SEN through the agency of a horde of undisciplined troops exercises a tyranny on a great trade route which even the most extreme labour union could not hope to equal.

In South China we have for some months now enjoyed peace and order and there has been consequently a fairly considerable revival in trade to the benefit of the Canton exchequer. On the Yangtze it seems certain that business will not be resumed upon anything approaching the old scale until either a military decision is reached or the rival factions agree to some compromise which will put an end to the struggle. The grandiose plans for the political development and administration of the provinces now being ravaged by warfare are nothing more than eye-wash.

Surgeon-Comdr. E. HEFFERNAN, M.B., has been appointed by the Admiralty to H.M.S. *Tamara*, for the hospital ship *Maine*.

The University Union picnic to Clear Water Bay takes place today. The launch leaves Jardine's Wharf at 2 p.m. and calls at Queen's Pier at 2.15 p.m.

The forthcoming wedding is announced of Mr. Tsui To Yin, minister, residing at No. 158, Shaui-kiwan Road, West, to Young Ying Kei, teacher, residing at No. 159, Shaui-kiwan Road West.

Found unconscious outside No. 118, Queen's Road Central, at 2 p.m. on Monday, a Chinese was removed to the Government Civil Hospital. Everything was done for him but he died the same evening.

The sale, by order of the mortgagee, of property at No. 12, Cochrane Street, and No. 302, Reclamation Street, Mongkoktsui, which was to have taken place at Messrs. Lamert Bros. Auction Rooms, Duddell Street, yesterday afternoon, was postponed and no date for the auction has been fixed. The properties were to have been sold in two lots. The Cochrane Street property is on the Island, and at an annual Crown rent of \$13.90, and the Kowloon side property has an annual Crown rent of \$1.00.

The launch and bathing picnics organised by St. Peter's Young Men's Club have proved very popular, and to-night there is to be a moonlight picnic at Repulse Bay. The launch will leave Queen's Pier at 8.30 p.m.

A Chinese was yesterday charged before Mr. R. E. Lindsell with picking the pocket of a ricksha coolie on Monday night and stealing a purse containing 80 cents and his licence. Sentence of 3 months' jail was passed.

The assault case against the two Portuguese, J. M. Silva and H. Barretto, which was to have been heard at the Kowloon Magistracy on Monday afternoon has been adjourned for one week, the complainant, a bus conductor in the employ of the Kowloon Motor Bus Co., having engaged Mr. H. L. Denny to prosecute. Mr. J. M. Remedios is for the defence.

Club representatives are reminded that the annual meeting of the Hong Kong Football League will be held to-day at 5.30 p.m. at the Hong Kong Volunteer Defence Corps Headquarters. An important matter to come before the meeting, in addition to the adoption of the annual report and balance sheet, and electing of officers for the ensuing year, is the proposed alteration of rules, reference to which has already been made.

There are only four cases down for hearing at the June Criminal Sessions, which opened on Monday morning next. They comprise an alleged piracy in Chinese waters, in which the charge may be amended, a murder charge, a case of alleged robbery by two or more, and the case recently before the Central Magistracy in which a Chinese is accused of stealing from private letter boxes at the General Post Office. He was arrested through the vigilance of Mr. T. M. Perpetuo, Assistant Superintendent of Mails.

Senator Hiram Bingham of Connecticut, who has been visiting North China, having personally interviewed practically all the leaders in the North, including Marshal Chang Tso Lin, General Yen Shih Shan, Chang Hsueh Liang and Chang Tsung Chang and who has travelled extensively in the North, arrived in Shanghai on the *Dairen Maru* accompanied by his son. Senator Bingham will now visit most of the important cities in South China. Another visitor to Shanghai, who came on the *Dairen Maru*, was Mr. Yukue Tsurumi, son-in-law of Viscount Goto and one of the most brilliant literary figures in Japan. Mr. Tsurumi is a lecturer, essayist and novelist, whose works have produced a profound impression upon the rising generation of his country.

LOCAL WILL.

THE LATE SIR J. McLEAVY, BROWN, C.M.G.

NEICE SOLE BENEFICIARY.

Re-sealing of probate of the will of the late Sir John McLeavy Brown, Kt., C.M.G., who died at the Langham Hotel, 19, Portland Place, on April 6th, 1926, has been granted to Mr. G. N. Tinson, of Messrs. Johnson, Stokes and Master, the attorney of Miss Hester Elizabeth Hill, of No. 120, Elgin Avenue, Belfast, Ireland, his neice, who is executrix and sole beneficiary.

The estate left in the Colony amounts to \$30,500, and estate in the United Kingdom amounts to \$5,000.

WEATHER REPORT.

FAIR AT LAST!

Yesterday's weather report, forecast and remarks issued by the Royal Observatory at 5.30 p.m. states:—

A feeble anti-cyclone is central near the Bonins and a depression lies over China.
Local forecast: S.E. winds, moderate, fair.

LEGISLATIVE COUNCIL.

THE BATHING BEACHES.

THREE NEW BILLS.

A meeting of the Legislative Council will be held at the Council Chamber to-morrow (Thursday) at 2.30 p.m. At this meeting the two new members, the Hon. Mr. W. E. L. Shenton and the Hon. Mr. J. Owen Hughes will be present for the first time.

The Hon. Sir H. E. Pollock is on his way home, but two questions concerning the bathing beaches in the Colony will be asked in his name. They are:—

1.—With reference to the enclosed Article, headed "Taiwan Bay Thing," from the *Hong Kong Telegraph* of Wednesday last, the 4th May, will the Government state whether they are taking any, and if so what, steps to remedy the matter connected with Public Bathing in Taiwan Bay, which are referred to in that Article, and when such steps will be completed?

2.—With reference to the Report of the Bathing Beaches Committee of the 17th July last, will the Government state, for the information of the public, what steps are being taken to carry out the recommendations of that Committee, and when such steps will be completed?

Other items on the agenda include the second reading of the Bill to amend the University Ordinance, 1911, and of the Bill to provide for the incorporation of the President in Hong Kong of the Basel Evangelical Missionary Society.

Three new bills will be submitted for the first reading. They are the Bill to amend the Public Health and Buildings Ordinance, 1903, the Bill to provide for the incorporation of the Directors of the Japanese Residents Association of Hong Kong, and the Bill to authorise the appropriation of the supplementary sum of \$1,083,892.42 to defray the charges for the year 1926.

The Hon. Mr. D. G. M. Bernard will introduce the Bill relating to the Japanese Residents Association and the Colonial Secretary will submit the Bill dealing with finance.

CONCERT FOR SERVICE
MEN.A SPECIAL PROGRAMME FOR
SATURDAY EVENING.ENTERTAINMENT AT THEATRE
ROYAL.

The growing popularity of the local entertainments arranged for Servicemen now in the Colony has demanded increased accommodation to that obtainable at the "Cheer O" Y.M.C.A., Chater Road. The Theatre Royal has been engaged for a special concert to be given on Saturday night.

The entertainment, which will be exclusively for Servicemen, will begin at 6.30 p.m. and continue to 9 o'clock. It will be given under the auspices of the Naval and Military Y.M.C.A. (the Red Triangle).

The programme which has been arranged by Mrs. W. T. Costan includes many of the Colony's leading performers.

Those who will take part include Miss Aileen Woods, Mrs. Richard Saiger, Signora Consuelo de Guzman (wife of the Chilean Consul), Mr. W. A. Hannibal, Mr. G. W. C. Burnett, Dr. R. McCandless, Professor Harry Ore, Mr. N. Braga.

The male chorus from the Queen's Regiment will be taking part, the band of H.M.S. *Delhi* will play and the Pipers of the Cameronian Regiment (Scottish Rifles) will also give a turn.

This will be the first of a new series of concerts at the Theatre Royal for Servicemen.

Admission will be at 20 cents and tickets are on sale at the "Cheer O" in Chater Road.

TEN CASES OF ENTERIC.

HEALTH OF COLONY OTHERWISE VERY SATISFACTORY.

During last week five deaths from enteric and ten new cases were reported. There were two British cases, the others being two Indians and six Chinese.

Small-pox appears to be lessening. There were two deaths last week but only one fresh case was reported. There was one case of diphtheria, one of cerebro-spinal fever, both proving fatal, and one death from influenza.

No cases of infectious disease were reported on Monday.

SOVIET ARMY AND
CHINA.STRIKING REPORT FROM
BERLIN.PLANS FOR ARMED INTER-
VENTION.MONGOLIAN FORCES TO BE
EMPLOYED.

The following translation is made from the Russian paper *Rai* which is published in Berlin, and the detail in which the military preparations of the Soviet are given indicates a very careful investigation into the matter. It bears out the account given some time ago by an Englishman whose observations of Russian military preparations on the Mongolian border were reprinted from the London *Daily Telegraph*.

Early in March last, our informant succeeded in visiting Zabaikalia and Outer Mongolia as far as the town of Oulan-Bator inclusive. The chief impression made by this journey was the evidence of serious military preparations for interference in affairs in China. Irkutsk, Verkhnyoodinsk, and Chita present the appearance of large military depots. There are a great number of automobiles, guns, aeroplanes and armament of different categories. The tract Verkhnyoodinsk—Troitskosavsk—Oulan-Bator has been turned into a military road, along which war stores of every description are going into Outer Mongolia. All the more or less important points along this tract (Nijnj-Selenginsk, Troitsko-Savsk, Kiakhta, etc.) look like regular military camps. The tract is being transformed into a railway. In addition there is being organized along it a line of communication by air with Mongolia, and it is said even further with the Nationalist Army of General Feng.

The Objectives Of The Army.
Especially significant are the purely military preparations. By order of the Revolutionary War Council in the Siberian Military District, five infantry divisions have been brought up to war establishment, viz., the 12th, 35th, 1st Pacific and 2nd Pri-Amur Divisions. Besides this, three cavalry brigades have been mobilized. At Chita the staff of an army group has been formed.

From the conversations of the Soviet Commanders, it may be inferred that the plan for the advance into Manchuria consists in the concentric movement of two bodies of troops on Tatsihar: from the side of the village Manchuria and from the Blagovieschensk side. As the furthest objective it is proposed to seize Harbin, with the support of the Soviet River Flotilla, which can cross from the Amur into the Sungari River.

Mongolian Army's Role.
It is interesting to note that in these military plans, a big rôle has been allotted to the Mongolian National Army, which the Soviet War Department administers as if it belonged to it. This army, numbering about 40,000 men, is not only trained by Soviet instructors, but also to a considerable extent is commanded by Russian Red Officers ordered out from Moscow or who have passed out of the Special Military School in Irkutsk.

The appearance of the Mongolian military units is exactly like that of the Soviet troops, and it is really difficult to distinguish them from those units which one meets in Siberia. The same sharp pointed helmets, the same long coats, the same badges of rank for the Commanders.

Cavalry Of High Quality.
A large part of the Mongolian army is composed of cavalry of high quality, and as our informant heard in Oulan-Bator, this cavalry has at the moment been thrown into the south-eastern corner of Mongolia, right up to the Chinese frontier, awaiting the order to cross.

It is evident that the intervention of the Soviets in events in China has now been decided upon, and at the moment, in Moscow, they are only awaiting a favourable moment to attack. It will be necessary to develop the game in such a manner that "the intervention has been caused by the foreigners" while "the friendly Red Army came to the assistance of the Nationalists only at the summons of the Chinese themselves."

Up till then the concentration of the Soviet troops on the Manchurian frontier and all other military preparations of the Soviets are designed to serve as a means of bringing pressure to bear on Marshal Chang Tso Lin, by forcing him to refrain from throwing his troops into the south for the fight with the Cantoners.

EGYPTIAN CRISIS OVER.

MODIFICATION OF SINO-FOREIGN TREATIES.
WILL BE REALISED WHEN CENTRAL GOVERNMENT IS ESTABLISHED.

MARSHAL SUN'S MISSION TO PEKING.
NEEDS "SILVER BULLETS" AND AMMUNITION.

SHANSI'S GOVERNOR ADOPTING NATIONALIST POLICY WHOLE-HEARTEDLY.

Judging by the paucity of news from the North, there has evidently been a lull in the various war zones.

The Governments of the Powers interested are reported, in a vernacular newspaper, to have concluded that there can be no question of the revision or modification of Sino-foreign treaties until a Central Government is sensibly functioning in Peking.

Marshal Sun, whose troops were responsible for the somewhat dramatic recent stoppage of the Southern Army's northern progress, has turned up in Peking. He wants money and ammunition from his Fengtien masters prior to his resumption of the defensive in Shantung.

Evidently Shansi's "Model Governor" has adopted the Kuomintang's policy very wholeheartedly. According to one of the telegrams to hand he has issued orders to that effect throughout his province.

SINO-FOREIGN TREATIES.

(Wah Tsai Yat Pao.)

Sino-foreign Treaties.

SHANGHAI, June 14th.
 The Diplomatic Body in Peking have received instructions from their respective Home Governments regarding the modification of the existing Sino-foreign treaties, which cannot be realised at present until China has a Central Government representing the whole nation.

The Ministers of Great Britain, Japan, France, Belgium, Holland, and Spain intend to issue a joint declaration on this matter.

Marshal Sun in Peking.

Marshal Sun Chuanfang is still in Peking waiting for money and ammunition from the Ankuochun authorities which, if available, will enable Marshal Sun to leave for Shantung to take up the defence there.

Shansi Governor's Orders.

In order to follow in the manner of Kuomintang jurisdiction, General Yen Shih-shan has issued orders to the effect that all schools in Shansi must adopt the "Three Peoples" doctrine text book in the curriculum, and that corrupt officials in the government circle, as well as corrupt gentry who oppress the people, must be cleared out.

The March Without Arms.

SHANGHAI, June 14th.
 A wireless message from Tsingtao states that General Chiang Kai-shek's troops, advancing through Kiangsu, have captured Haichow, on the coast, bordering Shantung.

Yang Sen Defeated.

A wireless message from Ichang states that it is reported General Yang Sen has been defeated, and all available craft has been sent from Ichang to Shansi to bring back the defeated forces.

Japan To Defend Tsingtao.

SHANGHAI, June 13th.
 It is understood that the Japanese forces at Tsingtao have been instructed to prepare for the defence of foreign interests. The Southern advance guard are advancing in the direction of Tsingtao it is reported, and the Japanese have undertaken to prevent trouble in the event of a threat.

There is no change in the situation at Shanghai, and news received from Chefoo and Yangtze ports under General Chiang Kai-shek's control, indicates that the lower Yangtze is returning to normalcy.

Returns To Shansi.

HANKOW, June 13th.
 It was reported some days ago that General Yang Sen's forces had met with a reverse and had retired. News from Shansi received to-day is to the effect that General Yang Sen has now returned to that port.

The position in Hankow is unchanged. Foreigners are now living ashore without interference, but the feeling of uneasiness among the natives still persists.

Wounded At Hankow.

HANKOW, June 14th.
 There are at present 11,000 Nationalist wounded troops in the emergency hospitals, of whom 20 per cent. are in a serious condition. The emergency hospitals are like pest-houses, terribly filthy, inadequately staffed, and overcrowded.

It is anticipated that these conditions will cause a summer epidemic.

Night Raids.

The walking cases are undisciplined, refusing to vacate their beds for the more seriously wounded, and causing trouble by night raids on the sing-song houses, armed with automatics and bombs.

Two sing-song girls were killed when armed convalescents clashed with armed police on the borders of the British Concession, and shots were fired.

ANTI-FOREIGN OUTBREAK AT WUHU.

(NAVAL WIRELESS.)

WUHU, June 13th.
 Following the assault on two foreigners by coolies, a remarkable series of anti-foreigner, anti-consulate, and anti-Chinese Maritime Customs posters have been their appearance outside the yamen of the Chinese Commissioner for Foreign Affairs.

The feeling against foreigners is fairly high, but there have been no further incidents up to the present. The Commissioner for Foreign Affairs has not yet taken any action in the matter of the coolie assault.

THE THREAT TO PEKING.

PROPAGANDISTS BUSY.

GUERRILLAS READY TO CO-OPERATE.

PEKING, June 8th.
 Handbills bearing the signature of "General Headquarters of Guerrillas of the North-West Allied Kuomintang Army" have begun to be secretly distributed in the city. The handbill enumerates "crimes" of Marshal Chang Tso-lin, urges the nation to rise against Marshal Chang, and states that it has been decided that Generals Chiang Kai-shek, Feng Yu-hsiang, and Yen Hsi-shan, acting in concert with guerrillas hiding in and around Peking, will attack the Capital simultaneously.

The handbill also urges officers of the Fengtien Army to rise in arms against Marshal Chang or to declare neutrality and adds that those who possess the handbill will be given special protection.

CHANG TSO LIN DEFINES HIS POSITION.

No Break With Yen.

PEKING, June 8th.
 "Although the Fengtien troops were compelled to evacuate Honan from a tactical point of view, I am firmly determined to dash forward in order to achieve my ends. The relations between General Yen Hsi-shan and myself so far remain unchanged, and I am in communication with him as usual," said Marshal Chang Tso-lin in an interview granted to Japanese newspaper men to-day.

"As for Feng Yu-hsiang, he is my enemy, and I will stand against him to the last ditch. As to a compromise between Chiang Kai-shek and myself, it would be brought to realization, if General Chiang severs relations with the Communists not only in words but in reality. But, as there seems to be a great deal of complexity behind General Chiang's action to round up communistic elements, I cannot easily believe that he is really against communism."

Three People's Principle Largely Communitistic.

"I regard all of those who hoist flags with a white sun in the blue field as being in favour of Bolshevism. I will, therefore, absolutely refrain from using that flag. As to the Three People's Principle, the part of the Principle which is based on the promotion of the welfare of the nation is all right, but the radical part of the doctrine is nothing but communism."

"For this reason, I cannot accept the whole of the Three People's Principle. The report that General Chiang Kai-shek's representative is on a visit here for the purpose of bringing about a compromise between General Chiang and myself, is utterly unfounded."—Toho.

SOVIET'S GRUE-SOME METHODS.

TORTURE OF ALLEGED FINNISH SPY.

AN EXPLANATION DEMANDED.

(THROUGH REUTER'S AGENCY.)

HELSINKI, June 14th.
 Notwithstanding the inclusion of Elvengren in the list of the executed at Moscow, a trustworthy source in Moscow, writing to the *Telegraph*, gives a gruesome account of Elvengren's death some time ago.

After he had been tortured by the Cheka he was taken to the mortuary vault in the prison and chained to a corpse for five days. His mind became unhinged, and he was executed while insane.

The Finnish Government has formally protested to Moscow, demanding an explanation of Elvengren's execution.

NEW YORK'S "EAR-SPLITTING CACOPHONY."

WHEN LINDBERGH LANDED.

MANHATTAN SHOWS HOW TO WELCOME A HERO.

(REUTER'S AMERICAN SERVICE.)

NEW YORK, June 14th.
 Amid the ear-splitting cacophony of sirens of countless craft blackening the harbour, and the wild cheers of 50,000 people moved to the last extremes of hysteria, Lindbergh landed at the Battery, having flown in a seaplane from Washington.

Thereafter, guarded by the police and military, Lindbergh motored through Broadway in a procession headed by 10,000 soldiers while a squadron of aeroplanes overhead were dropping roses and a snow-storm of tape-machine paper fell from the windows of skyscrapers, culminating in an avalanche of confetti from the sixtieth storey of Woolworth building, settling almost knee-deep in the street below, where hundreds of thousands cheered hoarsely, waved flags, danced and screamed.

At the City Hall the Mayor presented Lindbergh with a Scroll of Honour. He afterwards visited "the eternal light" at New York's War Memorial and proceeded down Fifth Avenue to the Central Park, where he was presented with New York State's Medal of Valour—an unprecedented honour for a non-New Yorker.

This, the most tremendous reception in the history of New York, lasted four hours, after which the aviator prepared to meet the famous "Four Hundred" on Long Island.

ANGLO-GERMAN CONFERENCE.

UNANIMOUS CONCLUSIONS REACHED.

(THROUGH REUTER'S AGENCY.)

LEVERKUSEN, June 14th.
 A communiqué regarding the transactions of the Anglo-German Industrial Conference states that unanimous conclusions have been reached on all subjects discussed.

It was agreed to impress the desirability for the promotion of a more intimate relationship and a better mutual understanding between Agriculture and Industry. Sympathy was expressed for the proposal to extend international arbitration to commercial matters which is on the agenda of the forthcoming Congress of the International Chambers of Commerce at Stockholm.

The Conference undertook to assist the extension of the movement for an Anglo-German exchange of professors and students, which is considered desirable between all countries. The Conference mentions that the interests of the great mass of consumers of both countries are being constantly kept in view.

Reuter's correspondent at Leverkusen understands that both sides are pledged to secrecy with respect to the resolutions adopted.

The British delegate stated that the decisions would react to the material benefit of France and other countries.

YOUNG BRITISH COMMUNISTS.

LITTLE TRIP "KNOCKED ON THE HEAD."

GOVERNMENT INTERVENES.

(THROUGH REUTER'S AGENCY.)

LONDON, June 14th.
 The plan of the British Communist Party to send a delegation of half-a-dozen British children, aged 12 to 13, to Moscow on a two months' tour as guests of "Young Communists," in order to afford them insight into the young "Red" methods, has been knocked on the head owing to the Foreign Office refusing to issue passports.

The farewell meeting at Bethnal Green Town Hall consequently fell rather flat. Some of the children violently protested against the "injustice of it all."

CANADIAN RUM-RUNNER.

LIQUOR CARGO CONFISCATED.

WHAT COASTGUARDSMEN FOUND.

(THROUGH REUTER'S AGENCY.)

CHARLESTON, June 14th.
 The Federal Court has ordered the forfeiture of a liquor cargo valued at \$73,000 from the Canadian schooner *Vince*, which was brought into port on March 15th and charged with being a rum-runner.

The Court imposed a similar fine collectable from the proceeds of the sale of the vessel.

Coastguard officials alleged that it was intended to land the cargo by means of a submersible collapsible boat equipped with double-powered engines, powerful new towing hawsers and flooding cocks for quick submersion.

The coastguardsmen found this vessel without its crew in a sheltered inlet.

INSURANCE FOR WORKERS.

VIEWS OF THE LABOUR CONFERENCE.

(THROUGH REUTER'S AGENCY.)

GENEVA, June 13th.
 The Labour Conference by 73 to 15 has adopted the principle of making it obligatory for States that are members of the International Labour Organisation to introduce compulsory insurance for industrial and commercial workers.

Adopted By Large Majority.

GENEVA, June 14th.

The International Labour Conference by 73 to 2 has adopted the conventions relating to sickness insurance for industrial and commercial workers, and by 72 to 9 the conventions relating to agricultural labourers.

IRISH ELECTIONS.

POSITION OF PARTIES.

(THROUGH REUTER'S AGENCY.)

DUBLIN, June 13th.
 One hundred and sixteen returns in the elections to the Dail, show that the seats secured are as follows:

Government 25
 Finanna Fail 34
 Labour 20
 Independents 10
 Farmers 7
 National League 6
 Sinn Fein 4
 Mr. Hogan, the Minister of Agriculture, has been elected.

Probable Final Result.

LATER.
 The probable final result of the elections will be:
 Government 47
 Combined Republicans (Finanna Fail and Sinn Fein) 50
 Other parties 55, including a score of Labourites.

The election is regarded here as a victory for the supporters of the Anglo-Irish Treaty. In view of the reduction in the strength of the Government Party, an alliance between them and one or more of the smaller constitutional groups is thought likely.

ALLEGED CONFIDENCE TRICKSTERS.

CHARGED WITH SWINDLING "WEALTHY FAR EASTERN MERCHANT."

(THROUGH REUTER'S AGENCY.)

CALGARY, June 14th.
 Three men arrested here are alleged to be international "Confidence Tricksters."

They are charged with swindling W. J. Brown, described as a wealthy Far Eastern merchant, of \$50,000.

The arrested had in their possession a quarter of a million of supposed counterfeit Mexican dollar bills.

PRESIDENT AND MRS. COOLIDGE.

OFF TO THE BLACK HILLS.

(REUTER'S AMERICAN SERVICE.)

WASHINGTON, June 14th.

President and Mrs. Coolidge have proceeded to the Black Hills in South Dakota to spend the summer amidst a forest twelve miles from a railway station. Parts of the finest trout streams in the Black Hills have been reserved for the President and his guests.

BRITISH TRADE.

FIGURES INDICATE REVIVAL.

(THROUGH REUTER'S AGENCY.)

LONDON, June 14th.
 A revival of British trade is indicated by the Board of Trade returns for May which show imports to have been £26,394,000, and exports £23,275,000, a decrease of £4,358,000 and an increase of £10,665,000, respectively, compared with the April figures.

FRENCH COAL EMBARGO.

BRITAIN MAKES STRONG REPRESENTATIONS.

EFFECT UPON SOUTH WALES.

(THROUGH REUTER'S AGENCY.)

LONDON, June 13th.
 The Government's "great anxiety" as regards the French decree of May 25th placing an embargo on the importation of coal except under license, was expressed by Mr. A. M. Samuel in the House of Commons, in reply to Sir C. Kinloch-Cooke, who voiced the apprehension of South Wales in view of the extensive contracts, including one of two millions tons for the French railways.

Mr. Samuel said His Majesty's Ambassador had made strong representations especially as regards the existing contracts, and the operation of the decree was postponed to June 10th. He was not certain whether it was operating.

[BRITISH WIRELESS SERVICE.]

The French Decree.

LONDON, June 13th.
 Questioned regarding the embargo on the importation of coal into France, the Parliamentary Secretary for the Department of Overseas Trade said a decree issued on May 25th prohibited the importation into France from June 1st of coal, coke, lignite and patent fuel, except under license, but a general license had been issued for the importation of coal for coking plants. The operation of the decree was subsequently postponed until June 10th. The British Ambassador had made strong representation against the measure, and had especially urged that existing contracts should be respected.

NEW FRENCH BONDS.

(THROUGH HAVAS AGENCY.)

PARIS, June 14th.
 An official decree authorizes the issue of bonds at six per cent. repayable in 50 years and destined for the conversion of the Floating Debt.

The date for opening the subscriptions and the price of issue will be fixed later.

THE MONSOON.

BOMBAY, June 14th.

The monsoon has broken.

DANCERS KILLED AND WOUNDED.

TERRIBLE BRAZILIAN TRAGEDY.

SEQUEL TO OFFICER'S REFUSAL OF ADMISSION TO BALLROOM.

(THROUGH REUTER'S AGENCY.)

PORTO ALEGRE, Brazil, June 14th.
 Eleven persons were killed and 27 wounded, at a dance yesterday night, by soldiers who fired on the dancers allegedly in obedience of orders of an officer who had been refused admission to the ballroom. The soldiers have been arrested.

U.S. NAVY AND MILITARY AVIATION.

(REUTER'S AMERICAN SERVICE.)

WASHINGTON, June 14th.
 Mr. Wilbur, Secretary of the Navy, asked whether, in view of the Trans-Atlantic flights of Lindbergh and Chamberlain, he would ask for larger appropriations for the Naval Air Service, expressed the opinion that the aviators' achievements would tend to encourage the development of commercial rather than military aviation, and pointed out that Congress had already approved of the five-year air programme of the Army and Navy. They might perhaps be more inclined to favour air services in the future.

U.S. MARINES AND NICARAGUA.

(REUTER'S AMERICAN SERVICE.)

WASHINGTON, June 14th.

Five hundred United States blue-jackets are being withdrawn from Nicaragua following the disarmament of the contending factions; but it has been decided that 3,500 marines will remain in the country.

POLAND AND RUSSIA.

PRESS COMMENT ON SOVIET NOTE.

(THROUGH REUTER'S AGENCY.)

WARSAW, June 13th.
 The Press unanimously deplores the Soviet Note, and remarks that the Soviet seems unable to understand and appreciate the good intentions of Poland, which did its utmost to regularise the situation created by the murder of Volko.

The papers point out that the Polish Government cannot be drawn into an exchange of opinions with the Soviet on the subject of the British Government, for reasons of elementary courtesy.

As regards the Soviet's demand for the expulsion of anti-Soviet agitators from Poland, a preliminary condition should be that Russia expel the Third International, whose activities are directed against Poland.

Further Death Sentences.

ODESSA, June 13th.

Eleven more Russians have been sentenced to death by an extraordinary session of the court.

Three others have been sentenced to ten years' imprisonment, and two have been acquitted.

Those on whom sentences have been passed are alleged to have communicated secret information to the Rumanian intelligence service, and to have been illegally engaged in the conveyance of refugees from Russia to Rumania.

The majority pleaded guilty.

GERMAN FORTS.

EASTERN AREA DESTROYED.

(THROUGH REUTER'S AGENCY.)

BERLIN, June 13th.

The Foreign Office has notified the Allied Ambassadors that the destruction of the eastern fortresses has been completed in accordance with agreement.

ENGLAND TO INDIA.

BRITISH NON-STOP FLIGHT.

(BRITISH WIRELESS SERVICE.)

LONDON, June 13th.

It is anticipated that if the weather is favourable, Flight-Lieut. Carr and MacKworth will leave Cranwell aerodrome on their attempted non-stop flight to India to-morrow morning.

STRIKE IN MANILA.

2,000 STEVEDORES OUT.

(THROUGH REUTER'S AGENCY.)

MANILA, June 14th.

Two thousand stevedores have gone on strike. No Pacific shipping has been delayed yet.

COMMUNISM IN BATAVIA.

FIGHT BETWEEN COMMUNISTS AND POLICE.

(THROUGH REUTER'S AGENCY.)

BATAVIA, June 14th.

Two native Communists were killed and two police wounded in a fight between Communists and police at a village near Maessars.

Twelve rioters were arrested, including the leader, who was seriously injured.

Communist literature was seized. Order has been restored.

SOVIET CONTRACT WITH CANADA.

TO BE CARRIED OUT DESPITE RUPTURE.

(THROUGH REUTER'S AGENCY.)

VICTORIA, B.C., June 14th.

The Minister of Lands, Mr. Pattullo, announces that the contract with the Soviet Government for 4,000 horses from Western Canada, which was negotiated prior to the rupture of diplomatic relations, will be carried out and the horses shipped from Montreal in July.

BRITAIN AND EGYPT.

"FRIENDLY CONVERSATIONS."

THE CRISIS OVER.

(THROUGH REUTER'S AGENCY.)

LONDON, June 13th.

Friendly conversations with the Egyptian Government are still proceeding.

The Parliamentary Secretary for Foreign Affairs, Mr. G. Locker-Lampson, to-day said he hoped the circumstances would permit of a fuller statement later.

Crisis Practically Settled.

CAIRO, June 14th.

A further British Note has been handed to the Prime Minister, to which an early reply is expected.

The crisis is regarded as settled.

Crisis Ended.

CAIRO, Later.

The crisis has ended with the presentation of Safwat Pasha's reply to the British Note asking for further explanations of the Egyptian Government's attitude and the Re-aidency's acceptance of the reply.

CONFERENCE AT HONOLULU.

BRITAIN'S REPRESENTATION

(THROUGH REUTER'S AGENCY.)

LONDON, June 13th.

Britain will be unofficially represented at the conference at Honolulu on July 5th to July 20th, organized by the Institute of Pacific Relations, to discuss questions specially concerning countries bordering on the Pacific, which will be attended by delegates from the United States, Canada, Australia, New Zealand, Japan and China.

The British party will include Sir Frederick Whyte, Mr. Lionel Curtis, Mr. W. P. Carr, and Dr. Henry Hodgkin.

DE PINEDO IN SPAIN.

(THROUGH REUTER'S AGENCY.)

BARCELONA, June 13th.

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THE HONG KONG DAILY PRESS, WEDNESDAY, JUNE 15th, 1927.

MOTORING NOTES

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Notes and News—Spare Parts—Tyres—Car with Sleeping Outfit—Noise.

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	4 Cylinder— 15.6 H.P.	6 Cylinder— 21.6 H.P.
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2 Seater Roadster ...	G\$ 975	G\$ 1,125
5 Seater Coach	G\$1,000	G\$ 1,200
5 Seater Sedan (4 door)	G\$1,100	G\$ 1,275
5 Seater Brougham ...	G\$1,150	G\$ 1,325

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[A.P.B.]

NOTES AND NEWS.

Mr. W. R. Morris, head of the famous firm of Morris Motors, Ltd., has promised to subscribe £15,000 to Coventry Hospital on condition that this year's carnival produces not less than £5,000.

The "Unapproachable Norton" is still smashing speed records. On April 22nd, that well-known jockey of the Norton stable, A. Denley, covered the kilo on Brooklands at the amazing speed of 109.22 m.p.h.—a world's record and the fastest speed ever attained on a single cylinder motor-cycle.

A certain Asiatic paper features a page contributed by the President of a "College of Automotive and Electrical Trades, Chicago, Ill.," and on this page recently appeared an article headed "Keep your foot on the clutch." Wise drivers will ignore this mal-advice if they value their clutch with-drawal bearings. So bad is the practice that the L.G.O.C. buses bear little notices forbidding it.

The famous Flying Squad of Scotland Yard is to be a flying squad indeed, for a fleet of cars with a guaranteed speed of over 70 m.p.h. is being provided for it. When on active service they will carry a sign bearing the words "Metropolitan Police," which will be illuminated at night.

The Dragon Motor Garage, Ltd., at Happy Valley carries in its stock room spare parts and accessories to the value of \$60,000.

Exhaust cut-outs for cars and motor-cycles are to be made illegal in Hong Kong.

Apparently road congestion in the Old Country is not quite the evil bogey that it is popularly supposed to be. "In one day quite recently I covered 200 miles on good main roads among the Cotswolds," writes "Focus" in the Light Car and Cyclecar. "And although the weather was ideal I travelled mile after mile without meeting another vehicle. A friend of mine had a similar experience in the Midlands."

"Of course, if conditions around London and the large cities are taken as evidence it is easy to draw erroneous conclusions, but motor vehicles will require to be multiplied enormously before such condition become general."

Any motorist who has travelled up or down that famous trunk highway, the Great North Road—especially in winter—will allow that this is no mis-statement.

During his record breaking drive at Daytona Beach, Major Segrave used K.L.G. plugs in his 1,000 h.p. Sunbeam car.

The Associated Daimler Company, of Britain, recently received a repeat order from the Argentine for no less than seventy of their low-loading passenger chassis, to be fitted with 28 seater double-deck bodies.

America claims to be the pioneer of the sleeve valve engine. It is claimed that the double sleeve engine was invented over 24 years ago by a Chicago engineer.

TYRES.

Tyres are always an expensive item, especially balloon tyres for high-powered cars. They form a substantial part of every motorist's running expenses account. Here is information that if not exactly news, will at least serve to impress upon local motorists that the open road in the Far East has its advantages—economically. Tyres are cheaper in Hong Kong—perhaps throughout the East—than anywhere else in the world. It is possible to buy the leading makes here at a lower price than would be obtainable at the factory gates, either in America or Britain. A well-known local dealer explained the reason for this amazing fact. "The price-war out here is very keen in the tyre market," he said, "and every firm is out to cut its rivals' throat. If Firestone reduces prices, Goodrich will also reduce; and they would fight each other in that way for ten years before either would withdraw from the market."

SPARE PARTS.

AN ADMIRABLE LOCAL ENTERPRISE.

The bugbear of Hong Kong motorists who own cars of a not particularly popular make seems to be that they cannot obtain a satisfactory service of spares. There is a plenitude of spares for the popular mass-production American car; in fact one could probably build a complete machine from spare parts. But if one has rashly made one's self the owner of an O'Grady or a two-cylinder Strudel, how shall one obtain a new crankshaft, or replace a damaged piston, or find new gears for the box?

It will come as a relief to a great many local motorists that there is at least one garage in the town that can be relied upon to fill the breach. If this handy firm has not the particular part in stock, does it send to England or America for it, keeping its unhappy customer waiting for eight or ten weeks? No; it turns to its plant and makes the required spare.

In the stock room are spare parts and accessories to the value of \$60,000; such a stock should prove ample for a small colony. The manager told me the other day that he wished people would take a look round the stock room before buying a car; if they did so, they would save themselves much regret in the future. "A car is as good as its spares service," he said succinctly.

This firm has in its workshops plant worth from \$25,000 to \$30,000, with which it can accomplish almost anything that is likely to be required. The stock of paint carried is alone worth \$6,000.

With such an enterprising garage as this, Hong Kong motorists have little cause to complain at the service they receive.

CAR WITH SLEEPING OUTFIT.

The automobile industry is now progressing so rapidly and along such unexpected channels that it is quite impossible to describe anything as the "last word." But the Standard Company have put on the market something remarkably new. Their novelty is a car that can quickly and easily be turned into a sleeping compartment, so fitted out that it can be used as a tolerably comfortable wayside hostel or an all-night sleeper. The equipment consists of a black curtain to fit along both sides and along the front screen, a curtain for the rear window, two pneumatic pillows and slippers, folding legs for attachment to one of the upholstery units, and a pillow support hinged to the body framing behind the rear seat. Mosquito netting is also provided. This useful equipment—adaptable alike to the 14-28 h.p. and the 16-30 h.p. models—is priced at only \$5, and when not in use can be stowed into the rear seat squab.

NOISE!

Noises and rattles in cars are frequently very hard to eliminate since the cause cannot be traced. A car owner was once troubled by a noise that only became clearly audible at some 35 m.p.h., but became deafening at 40. For several days he examined the bonnet and clutch, fan and generator drives, but no amount of packing and subtle ruses could banish the discordant sound. At last it was found to be caused by a loose cow-ventilator!

At a local inquest on Monday on a girl who had been run over and killed by a motor "bus" as she stepped off the pavement outside a mission, the jury recommended that signboards should be erected outside all churches and other places of assembly. The type proposed was that used in England and elsewhere to give warning of the approach to a school or steep hill. Such a proposal is hardly likely to find favour with municipal authorities, or even with the public. The public is naturally expected to look after itself to a certain extent, at least. At a famous junction in New York there is a sign bearing a skull and crossbones, beneath which is the laconic legend, "I will get you taking chances."

CARE AND MAINTENANCE.

Here are a few notes on maintenance from the Log of an Ordinary Owner:—

At 2,000 miles the tappets became noisy, and with some trepidation the job of resetting the clearances was tackled. It was, however, surprisingly simple, especially as the tool kit contained a feeler gauge. This was followed by draining the sump and, arguing that in any case it would be as well to clean the oil filter, the proper draining plug was left in place and the old oil removed by the simple expedient of taking out the filter. As the orifice is almost flush with the bottom of the crankcase, little residue was left behind. The sudden acquisition of three-quarters of a gallon of filthy black oil was somewhat alarming, but the obvious difficulty was overcome by digging a hole in the corner of the garden and burying all but a quart or so, which was retained and used successfully on door locks, hinges and so on.

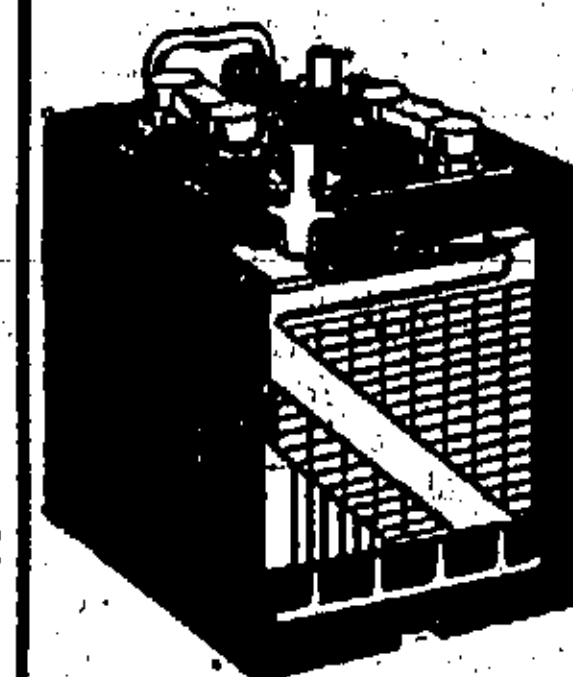
At a very early stage in the life of the car the clutch—of the leather cone type—became very fierce. Washing it out with petrol proved to be only a temporary cure, so, disregarding the instruction book which recommended that treatment alone, about 12 drops of collan oil were injected with a cycle oil can, the starting handle being turned so that the several parts of the clutch obtained their due quota. An assistant, of course, depressed the clutch pedal so that the oil could be introduced just where it was required. This treatment had been repeated about half a dozen times, the need, however, became less and less frequent; and now the clutch is quite sweet.

(Continued on page 9.)

Prest-O-Lite

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The Prest-O-Lite		Battery for your car		DIMENSIONS IN INCHES		PRICE EACH		REPLACEMENT GROUP	
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6	30	611 RHK	Do	9 1/2	6 1/2	7 1/2	\$30		4
6	55	A-618 JF	Do	Do	Do	Do	\$35		
6	92	A-618 SH	RUBBER	9 1/2	7 1/2	8 1/2	\$40		1
6	100	A-618 JF	Do	10 1/2	7 1/2	8 1/2	\$40		5
6	112	A-618 SH	Do	10 1/2	7 1/2	8 1/2	\$50		2
6	135	A-618 SH	WOOD	11 1/2	7 1/2	9 1/2	\$70		
6	130	615 JKH-2	RUBBER	12 1/2	7 1/2	9 1/2	\$70	CAD	6
6	160	A-617 SH	Do	13 1/2	7 1/2	9 1/2	\$80		6
12	50	A-127 SH	WOOD	12 1/2	7 1/2	9 1/2	\$65		7
12	67	1211 AHS	Do	17 1/2	7 1/2	10 1/2	\$75	WC	
12	92	1211 SHK	Do	17 1/2	7 1/2	9 1/2	\$95		12



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HANKOW POLITICIANS EXPLOITING THE WOUNDED.

MONEY PLENTIFUL—BUT OFFICIALS SPEND IT ON "EXPENSES" AND PROPAGANDA.

MEDICAL SERVICES THE URGENT NEED.

The Hankow politicians are asking for funds on behalf of their wounded. According to a correspondent to the *Shanghai Times* they have plenty of money—for propaganda and their own purposes. The need is to reconstruct the foreign medical services that the mob at the instigation of these same politicians drove out of the city.

It is a strange and difficult problem which is presented to thoughtful friends of China when they read the terrible story that comes from Hankow and consider the appeal based on that story which has been cabled to the United States and Great Britain by a group of missionaries. For whilst no man with a real heart can readily turn aside from considering the terrible facts, yet no man with a clear brain can avoid analysing the grounds on which the appeal is based.

There seems no possibility of exaggerating the facts. At the very least four thousand wounded men have been rushed into Hankow from various battlefields. They have made the journey in trucks which have not been in any way prepared for the accommodation of wounded. During the journey they have had the most primitive help if they have had any help at all. Such staff of Red Cross workers as went with the armies was largely untrained, and such supplies of lint and bandages as were taken were doubtless exhausted long before the first thousand men had been collected at the railway stations. The weather is hot, the line is congested. Altogether one can visualize a need which is so great that it cannot be adequately met.

Money Abounds.

But why has this situation arisen? Who is to blame for this black disgrace and this wicked callousness? There can only be one answer, for the army started from the capital of the Hankow Government and the funds of that army are handled there. And those funds are abundant, as is evident from the luxurious style in which the heads of the Government are able to live and from the vast amounts which are available for propaganda purposes. How those funds have been acquired, one need not stop to ask. More than sufficient evidence was found in Peking that a large part was provided through Soviet channels, and the telegrams which have come to hand from Hankow all show that every possible source of wealth has been tapped there. From the coolie who carries cotton and the woman who picks it as well as from the landlord and the compradore, money has been collected for agitation and parades and the Northern campaign. There is no denying the fact that money abounds somewhere.

Seeing that the money is in hand, we should understand how the Hankow Government could without any loss of face approach the missionaries and ask them to secure the services of missionary doctors and nurses to aid the Chinese doctors in their task of caring for the wounded. And we do not doubt that both doctors and nurses will be found who will join the units that are being formed by the Peking Union Medical College for this very purpose.

If we venture a word of caution in this connection, we shall not be accused of attempting to delay a mission of charity such as all right-minded men can approve. We cannot but feel that any workers who start from here for Hankow should first have definite assurance that their work will not be hindered by the Labour Unions. Time after time in recent months we have chronicled instances of this sort of interference, and specially cases where Labour Unions have compelled nurses in Mission Hospitals to present such unreasonable demands that the work could not be continued. The most elementary foresight would have led the Hankow Government to maintain intact the splendid staff which the missionaries have trained in Hankow and Wu-chang, instead of stirring up

strikes, and any normally trained Army Staff would have had plans laid for transporting wounded by steamer and rail to Kiukiang and Changsha instead of closing down the splendid missionary institutions there. It will be extremely unpleasant for the Red Cross workers if they have to spend time in arguing with Nurses Unions as to the conditions under which the wounded may be treated.

Appeals For Money.

But when instead of issuing an appeal for doctors and nurses and guaranteeing them free passages and adequate facilities for their work, the Hankow Government appeals to the public of Great Britain and the United States to send \$100,000,000 Mex. to a group of well-intentioned but powerless missionaries, linked on to the Chinese Y.M.C.A., which is itself in difficulties, we feel bound to enter a protest. Men capable of caring for the wounded may be needed in Hankow, but why is money needed? We venture to say that if the Government has not the money needed it is because it has been squandered on far less worthy work. And if the Government cannot collect a paltry hundred thousand dollars from the Chinese merchants of Hankow for the alleviation of the sufferings of their own fellow-countrymen, then it is obvious that this same Government has driven all wealth away from Hankow and ruined the men who have been such princely donors in the past. Nor can we forget the stories which every Chinese believes about the wealth of the various members of the family of Dr. Sun, and if even a fraction of the tales told be true that family could contribute all that is needed without difficulty.

Government's Indifference.

Two or three missionaries who have arrived from Hankow during the last few days bring somewhat strange information. They rightly emphasize the terrible state of affairs among the wounded, and point out that it will be a serious thing for the health of the whole port if this situation is not altered speedily. But they do not deny that the military authorities up to the line seem to have discriminated against the enemy wounded, an act which is contrary to the basic principles of the Red Cross. Nor can they hide the fact that the Hankow Government has not backed up those who are already trying to alleviate the sufferings of the men. If it be true that there is difficulty in getting even the money needed to pay for the food needed by the wounded, then one cannot but ask why, in this day when even in missionary matters as well as in municipal matters the Chinese are asking for equal rights, the burden of caring for the wounded in Hankow should be thrown on foreigners.

To sum up, while we sympathize fully with all efforts that are being made to send doctors and nurses to the help of the Hankow wounded, and whilst we can understand that some will wish to share in the work by subscribing, yet we cannot see that any appeal for a large sum of money from foreign sources should be allowed to pass unchallenged, till much fuller information is placed before the public as to the funds donated by the Hankow Government and by the leaders of the Party in that centre, and as to the plans for the control and administration of the money. Money is not plentiful these days, and in this increasing heat there will be much to do for the sick among the men who have come to our help from across the seas, as well as for the provision of the comforts which all the men need.

CONTINUED ADVANCE OF NATIONALISTS.

SOUTHERN FORCES ACROSS KIANGSU-SHANTUNG BORDER.

NORTHERNERS RETREATING.

The Nationalist advance across the Kiangsu-Shantung border continues. The Shantung-Chihli army is retreating to Lincheng, the seat of one of the most interesting bandit organizations in China. At Hanchuang, one of the Old Three Kingdom cities, the Nationalists scored a tremendous victory over the Shantung army, which is said to have lasted a day and a half but during much of this time, the Shantung army was engaged in going over to the Nationalists rather than in fighting them. There are many Shantung troops who belonged to the Anfu Party and the Chihli Party and who have been taken into General Chang Tsung Chang's armies to swell his ranks. These troops hate Chang Tsung Chang even worse than the Nationalists do. He has never given them a chance to fight outside their own province which has placed them at a disadvantage. They are now making it possible for Chiang Kai Shek's armies to pass through Shantung up to the Yellow River like lemonade through a straw.

More Secure Feeling At Hankow.

A report from Hankow states that wounded soldiers are continuing to pour into the city from the Hunan front, large numbers having arrived on Monday and Tuesday. A certain amount of captured war material was noticed also, when the last batch of wounded arrived. The situation there is described as quiet otherwise, and local officials all left Hankow, to go to a conference at Chungchow, the capture of which by Feng Yu Hsiang was confirmed in reliable quarters. As the present feeling is one of quietness, accommodation ships are being dispensed with in Hankow.

A despatch from Kiukiang describes the local military as all turning over to Chiang Kai Shek as rapidly as they can. Troops belonging to Chiang's 1st army have now reached Poyang Lake and with their approach various Labour Unions in Kiukiang were suppressed. The remnant of the 6th Army and civilians are reported leaving the port for the north bank of the river going up.

FROM LIVERPOOL TOWN.

SEAMAN ON THE ROCKS.

Robert Lawler (36) of Liverpool, a seaman in the *s.s. City of Tokio*, appeared at the Kowloon Magistrate's yesterday on a charge of assaulting two Indian constables and a coolie.

It was stated that defendant engaged a ricksha coolie at about 9 p.m. to take him to the Palace Hotel. He ordered the coolie to wait, and when he left the Hotel at midnight he refused to pay the coolie. Defendant appeared to be returning to his ship at Holt's Wharf.

It was alleged that defendant struck the coolie in the eye, and that he also struck an Indian constable who arrived in response to the coolie's shout. Another Indian constable came, and defendant was taken to the police station, where he struck at the second constable. He shouted and caused an uproar in his cell for a considerable time. It was stated that defendant was aware of what he was doing although he had had some drink.

Defendant stated that he could not remember striking the police; if he did so it was in retaliation. Defendant was fined \$20 for assaulting the police, and ordered to pay \$3 compensation to the coolie.

BAND FOR THE DEFENCE CORPS.

A band composed largely of Portuguese residents is now in course of formation in the Colony. This band, which has been mainly organized by Bandmaster W. H. Fitz-Gerald, A.R.C.M., of the K.O.S.B., will later become the band of the Hong Kong Volunteer Defence Corps. Considerable progress has been made despite the fact that the instruments provided by the Corps cannot arrive before the end of August. The K.O.S.B. has temporarily supplied the deficiency from its own stock of instruments.

REPTILE FARMING.

WHY NOT BREED CROCODILES?

WOMEN WANT THEIR SKINS!

There is, we know, nothing like leather, says the *Daily Telegraph*. But whenever the experts begin to talk about it they reveal that a great deal of leather is not what it claims to be. Russia leather comes from anywhere but the land of the Bolsheviks. It is long since the world discovered that there is no need of a Moor to produce morocco. Now a gentleman who makes shoes has been announcing that when the fair believe themselves to be putting on their feet lizard or crocodile skin they are more likely than not to be still indebted to their old friend the calf. The reptile race has shown a quite human incapacity for rising to the occasion. To the possibilities of capturing new markets offered by the feminine fancy for lizard shoes the reptiles have remained as indifferent as the most old-fashioned manufacturer. They seem to be quite content with their small trade in crocodile-skin bags, purses, and so forth. They have made no effort whatever to increase their output, and the inevitable result is that more enterprising traders, like the calf, have captured a great part of the field. But it is an ill wind which blows nobody good.

The relation of the deficiency of crocodiles and lizards to the state of British agriculture is perhaps not immediately apparent, and we doubt whether our farmers will be very grateful for the news that somebody else has discovered how they ought to run their farms. But a certain Mr. Fairweather's scheme ought to be widely known. He assures us that "the difficulty experienced by farmers in making ends meet would disappear if they would start rearing lizards or crocodiles in this country."

Consider the possibilities. The modern lizard, though an abundant creature (they say that it is the only kind of reptile which is still multiplying its species), is in general small. Much might be done by skilled breeding to remedy this. There is no reason in the nature of things why lizards should not be enormous. Farmers who are proud of their pedigree stock might try their hand with the reptiles, and produce such vast saurians as walk the earth in its youth. A good herd of gigantesauri, so long as ladies want lizard skin on their feet, would be very profitable.

But perhaps the crocodile offers quicker returns. There will be no need to improve the size of his species. He grows to a dozen, twenty, men do say thirty, feet as it is. A well-managed crocodile farm is the business for anyone who wants to get rich quickly. The creatures are said to require no attention whatever. There should be no trouble about their food, for they will eat anything they can swallow. The only difficulty seems to be that before you can skin your crocodile you must first catch it. This is proverbially a highly skilled job. "Canst thou draw out Leviathan with a hook? Or his tongue with a cord which thou lettest down?" We have read, but have not personally verified, the statement that a crocodile will rather hide than attack a man swimming, so suspicious is the creature's nature. Whether an action for damages would lie against the crocodile farmer in the sad event of this being proved untrue should be referred to his solicitor. The sporting nature of the creature must, however, attract many to the new industry. Why should not a crocodile river be as valuable as a salmon river? We have only to overcome ignorant local prejudices.

GERMAN ACTRESS'S COCAINE.

GAOL FOR MAN WHO CAUSED HER DEATH.

BERLIN. "You have on your conscience the death of Marietta Wolff," said the judge in the Berlin court to a chemist, Friedrich Fischer, and sentenced him to four months' imprisonment for illegally supplying one of the most brilliant of German actresses with cocaine.

Marietta Wolff was found dead in a bath room filled with gas, and it was thought she had committed suicide. It was afterwards realised that she had turned on the gas for her bath and had collapsed under the influence of cocaine. She was then suffocated by the gas.

Her friends had seen with distress that she had greatly degenerated from an elegant and charming woman to a slattern, but she denied that she was taking cocaine. One evening, however, a friend happened to be in her house and opened the front door where he saw a man who gave him a small packet and said: "This is the soap for Frau Wolff."

The friend's suspicions were aroused and he opened the packet and found it contained cocaine. The man at the door was Friedrich Fischer.

BRITAIN'S LONELIEST ISLE.

MAY HAVE TO BE EVACUATED.

STURDY BUT DIMINISHING POPULATION.

Foula, which, with the possible exception of St. Kilda, is Britain's loneliest inhabited island, is faced with the serious problem of maintaining a rapidly decreasing population. Twenty-five years ago there were over three hundred people. To-day there are only a hundred and fifty. The people have been decimated by the influenza epidemics, the young men and women have been emigrating, while there has been no marriage on the island since the war, and there are now practically no young people or children.

The evacuation of the island would be a matter for regret, as from time immemorial a sturdy independent people have lived a life cut off from the rest of the world, preserving from the past a tradition of legends, superstitions and folklore. A solitary rock in the north Atlantic, lashed by the full fury of the gale, the Island of Foula can be approached only in fine weather by a 27-mile voyage in an open boat from the mainland from Shetland. Although only 34 miles long by 24 miles wide, it has several hills, which make it seem larger, the highest rising steeply to 1,372 feet. The highest cliff of Great Britain is here, a sheer drop of 1,220 feet to the sea, or three times the height of Beachy Head. Around the precipitous coast there is some of the finest rock sculpture in the world. There are several wonderful stacks or natural arches in the sea. The wind is too strong for trees to grow, and the peaty soil is covered with coarse grass and heather.

A Paradise Of Birds.

Foula is a perfect paradise of birds. The commoner include black-backed gulls, puffins, kittiwakes, and stormy petrels, while among the rarer are fulmars and cormorants, and, rarest of all, the great skua, or bonoi, which now breed only on Foula and Fair Isle. The bonoi is an unsavoury creature. No other bird dare approach their particular haunt. There are no sparrows and no rats on the island, but swarms of rabbits, while Foula boasts of a variety of field-mouse which is named after the island and is found nowhere else in the world.

The people are of Norse extraction, and although inevitably there has been close intermarrying, they are a healthy, long-lived people. The skipper of the mail boat that plies to the Shetland mainland is a merry-eyed, high-spirited, and vigorous man of over eighty. The chief industries are fishing and sheep-rearing. Deep-sea fishing for cod is carried on at the Foula shore. The fish are salted down and form the chief means of subsistence during the long, dark, winter months.

There are the ruined foundations of what is reputed to be the monastery of some followers of Columba. Foula has been described as the Iona of the North, because it was the monks of Foula who preached Christianity to the Shetlands, the Orkneys, and the North of Scotland. One of the oldest superstitions refers to the Lum of Ljorotjeld, of which Scots makes bare mention in "The Pirate." The Lum is an enormous deep chimney going down to the centre of the island, which is reputed to exhale poisonous vapours from the nether regions which will kill or drive mad those who breathe them.

There are some words which Foula men will never mention while at sea, such as "light," "woman," "minister," "cat," "moon," "end." If necessary they use a circumlocution such as "that which guides by night" for "the moon."

COURAGE OF THE MALE DEER.

HOW HE RISKS LIFE TO SAVE MATE.

One of the most courageous animals in creation is the male deer.

This fact was fascinatingly illustrated in a lecture delivered by Mr. Mark Robinson, a forest ranger, before the National Science Section of an Ontario Education Conference, says the *Central News*.

When danger from the cruel and rapacious wolf of Canada's wooded regions threatens his doe and fawn, Mr. Deer does not leave them to their own devices.

Instead he lures the wolf away by means of a very strong scent, which emanates from a gland in his hoof. His wife and children are unprovided with this. Having diverted the attention of the pursuer to himself, the buck at once makes for the nearest undergrowth, for here the deer can get along quickly, whereas the wolf is impeded. In the open, however, the hunter is soon able to bring down its quarry, owing to its superior turn of speed.

If the stern chase ends in victory for the male wolf, the unfortunate deer is pinned to the ground, while the female wolf sucks the blood of the victim.

WHAT I THINK OF YOUNG MEN.

[BY A MODERN SOCIETY GIRL.]

"Well, first of all he must be presentable—the sort of thing one wouldn't mind introducing to one's girl friends. Tall, and with a good figure. I don't really mind if he's plain. One can't have everything. He must be fairly clever—not brilliant, you know, but able to understand everything one says."

"Rich? Well, not very. In fact, rather poor. Of course, he must work. I hate a man who does nothing. And he must earn enough, and perhaps have expectations. It would be nice to have in laws with a big country place where one could send the children. And he must have the same sense of humour and like the same things and the same jokes. And, of course, I'd rather he rode and shot well and drove a car and so on."

"All the same, he must understand a bit about books and music, and naturally he must be *terribly* in love."

"Oh, St. Margaret's, Westminster, I think, and 'Lohengrin,' not 'Mendelssohn.' I don't quite know about the 'bridesmaids.'"

So, to her most intimate friend, with a few alterations, any average girl of the present day. It is the expression of an ideal, practically unattainable, as are most ideals, but interesting as a point of view.

Probably the average girl's ambitions have not wholly changed since the nineteenth century, but there are one or two notable differences. Chief among them is the phrase "I hate a man who does nothing."

Gone are the much-quoted Guardsmen of "Ouida's" novels, the marshes, the swells, the gilded youth of other days. Nearly every

young man nowadays does something, and if he does not enter the old careers of the Army, the Navy, or the Bar, he strikes out a line for himself and becomes a journalist, a stockbroker, a motor-designer.

All this is probably due to the influence of the war and the altered circumstances of most of the hitherto "leisured classes." But it has become the fashion to respect those who are doing a job of work and doing it competently.

Naturally it is impossible to generalise successfully on such a subject as the youth of the present day. But one thing it is interesting to note, and that is the great difference between those who went through the war and those who did not. One can always tell in some indefinable way. Whether it is that the former are more courteous, more understanding, and have lost their youthful crudeness, whether it is that they have touched reality, I do not know. But the difference is there and we feel it.

There are, of course, comparatively few from whom we can judge, and most unfortunately the immense gap makes itself felt. The girls of 23 to 28, who should be talking to and going about with young men about five years older than themselves, very often have to rely on men of their own age, which in turn, of course, leaves their younger sisters only their own contemporaries to fall back on. And as a girl is always older than a boy, they are inclined not exactly to despise but to feel themselves slightly superior to the average young man. A dangerous attitude, which is good for neither side.

In conclusion, and in spite of all that is said by the modern novelists, I think that there are no more platonic friendships between man and maid than there were during the Victorian Era. They can be and often are jolly good comrades, but it is very rare to find a real friendship where there is not or has not been love on one side or the other.—*Daily Mail*.

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MOTOR-SAILING SHIPS.

MANY ADVANTAGES ASSERTED.

A PLEA FOR THEIR WIDER ADOPTION.

Arguments in favour of the employment of fast sailing ships with auxiliary motors on long voyages were presented by Captain Chr. Blom in a paper read at the spring meeting of the Institution of Naval Architects in London. In addition to the 'evident economy of sail power for cargo carrying where the element of time is not of prime importance, Captain Blom suggested that many tourists who now patronize the big passenger liners might prefer to travel on the full rigged ship if they could be assured of the same comforts as on the steamers. These accommodations, he added, could be provided at very little extra cost.

Auxiliary motors, Captain Blom said, could be fitted to assist in docking, in crossing the doldrums, and in beating up against a head wind, and the same motor could be employed to develop electrical power for working the sails, loading and unloading and for the various other purposes in which it was used on board the ordinary passenger and cargo vessel. In that way the crew carried could be considerably reduced, and advantage could be taken to train a number of apprentices for the ordinary mercantile marine posts.

The Ideal Design.

In order to investigate the most suitable form for such a vessel—the author compared the resistances of his proposed design of a four-masted barque with those of three representative clipper ships and with one of the large modern steel sailing ships. He found that his ideal design should approximate more closely to the lines of the early clippers than the modern sailing ships did, and a number of diagrams were presented showing the variation of resistance with the speed.

In the design outlined in the paper the author contemplated arranging fifty separate and roomy outside cabins for first class passengers and spacious and well ventilated public rooms. With a dead weight of about 1,500 tons, the vessel would carry a crew of fifty-eight, twenty-five of whom would be apprentices. A motor of approximately 450 h.p. would drive the ship at a speed of 15 knots in calm weather, and all auxiliaries would be motor driven.

Although the initial cost of a vessel would be high the author stated that such an innovation would soon become very popular and be able to command paying passenger rates. In comparing the financial results of a motor sailing ship of that type with a coal burning steamer of the same dead weight it was estimated that there was at present, in appropriate trades, little to choose between them, and that, although the steamer had already attained its maximum development, there were considerable possibilities of improving the sailing ship.

Some Criticisms.

During the discussion of the paper, Mr. Walter Stewart expressed the belief that results obtained from a motordriven sailing ship would not be appreciably better than those recorded of the *Thermopylae*, and such a vessel would be worked very largely at an uneconomic speed. The value of the sailing ship, however, for the training of young seamen in a way which could not be obtained otherwise was, to be encouraged.

Sir John Biles pointed out that the average speed of the average sailing ship, as proved by investigation, was three knots, while that of the tramp steamer was nine knots. That was a sufficient reason why the sailing ship had been beaten by the tramp ship. He did not believe, moreover, that people would be induced to go to sea in a ship 300 feet long when they could sail in a ship 600 or 900 feet long.

The m.v. *Nanking* (Swedish East Asiatic Co., Ltd.), left Antwerp on June 12th, and is due here on or about July 22nd.

DUTCH SHIPBUILDING ACTIVITY.

A SATISFACTORY YEAR IN 1926.

WORK CARRIED OUT IN THE FAR EAST.

Three Dutch shipbuilding and repairing firms, two of them operating in the East Indies, have just published their accounts for 1926, and all of them show a fairly satisfactory profit.

Messrs. Verschure en Co.'s Scheepswaarf en Machinefabriek, Amsterdam, ended the year with a gross profit on trading account of 324,239 fl., compared with only 142,907 fl. in 1925. After allowing for all expenses and depreciation, there remains a net profit of 181,174 fl., the whole of which is being used to reduce the outstanding balance of loss, which now appears in the books at 65,120 fl. The directors report that the orders received last year were sufficient to keep the works employed to their full capacity for about nine months.

The Soerabaya Dry Dock Company handled in their floating docks last year ocean going vessels aggregating 440,083 tons gross, naval craft of 53,400 tons displacement, and lighters numbering 3,325, with the result that they made a gross profit of 404,701 fl., about 3,000 fl. less than in 1925. The expenses, however, were cut down, so that the net profit came to 101,356 fl., against 84,762 fl., and the directors have decided to recommend the payment of a dividend of 5 per cent.

The Tandjong Priok Dry Dock Company report that they managed to secure plenty of work, but the competition was so keen that they had to quote prices which left practically no margin of profit, and accordingly they ended the year with a gross profit of only 100,736 fl., compared with 202,384 fl. twelve months previously. The net profit was 61,702 fl., and to this has been added 30,000 fl. from the reserve funds, allowing the distribution of a dividend of 8 per cent. *North China Daily News.*

LANE, CRAWFORD ENTERPRISE.

ENGAGEMENT OF NEW AND TALENTED ORCHESTRA.

Always to the fore in catering for the comfort and entertainment of patrons of their popular Cafe and Restaurant, Messrs. Lane, Crawford, Ltd., have now engaged a new and very talented orchestra of six performers, who are to play orchestral music and dance music every evening, with the exception of Sundays, at the Restaurant during and after dinner.

The opening performance is to take place on Saturday evening next.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, June 14th.			
Day	Previous Day	On Date	On Date
at 2 p.m.	at 6 a.m.	at 2 p.m.	at 6 a.m.
Barometer...	29.72	29.70	29.70
Temperature...	79	78	81
Humidity...	89	94	88
Wind...			
Direction...	E	E	E
Force...	3	2	4
Weather...	O	O-R	C
Rain...	0.24	0.00	0.09

Highest open-air Temperature, 13th : 80
Lowest open-air Temperature, 14th : 77

HONG KONG TIDE TABLE.

From June 15th to 21st, 1927.

HIGH WATER.		LOW WATER.	
Date of Month	Time	Date of Month	Time
Wed. 15	h. m. 8 29	h. m. 2 22	2 27
Thur. 16	h. m. 9 3	h. m. 2 47	2 58
Fri. 17	h. m. 9 42	h. m. 3 13	3 20
Sat. 18	h. m. 10 23	h. m. 3 42	3 51
Sun. 19	h. m. 11 7	h. m. 4 13	4 2
Mon. 20	h. m. 11 9	h. m. 4 38	4 34
Tues. 21	h. m. 11 6	h. m. 5 2	5 10

CHINESE PASSENGER TRAFFIC.

THE NUMBERS IN AND OUT.

The figures of Chinese passengers entering and leaving the Colony for the period May 30th to June 5th, show that the complete figures nearly balance. Ocean going steamers showed an excess of arrivals over departures, but river steamers carried away more passengers than they brought in. The excess of arrivals by ocean going steamers almost balances the excess of departures by the other steamers, the difference in the totals of roughly 30,000 being only 84.

The figures for the period under review are as under—

Date.	Ocean going steamers.		River steamers, junks and launches.	
	Arr.	Dep.	Arr.	Dep.
May 30	3,034	944	2,821	3,612
31	1,434	1,501	3,089	3,295
June 1	140	1,831	2,704	3,243
2	2,008	115	2,804	4,482
3	390	1,287	4,088	3,778
4	358	1,020	1,946	2,135
5	2,178	—	2,083	3,214
	9,587	6,704	20,793	23,760

LEGAL AID FOR THE DEVIL.

PRIEST IMPRISONED FOR DENYING HIS EXISTENCE.

VIENNA, May 14th. Poland has decided to give legal protection to the Devil, and a priest who denied his existence has been sent to prison for eighty days. The decision was announced in a Bromberg court, where Zahradski, a priest of a schismatic church, was tried for preaching an irreligious sermon, in which he 'denied the existence of the Devil.'

It is believed to be the first occasion for many centuries on which the Devil has been recognised by a European law court and protected by the majesty of the law against scoffers.

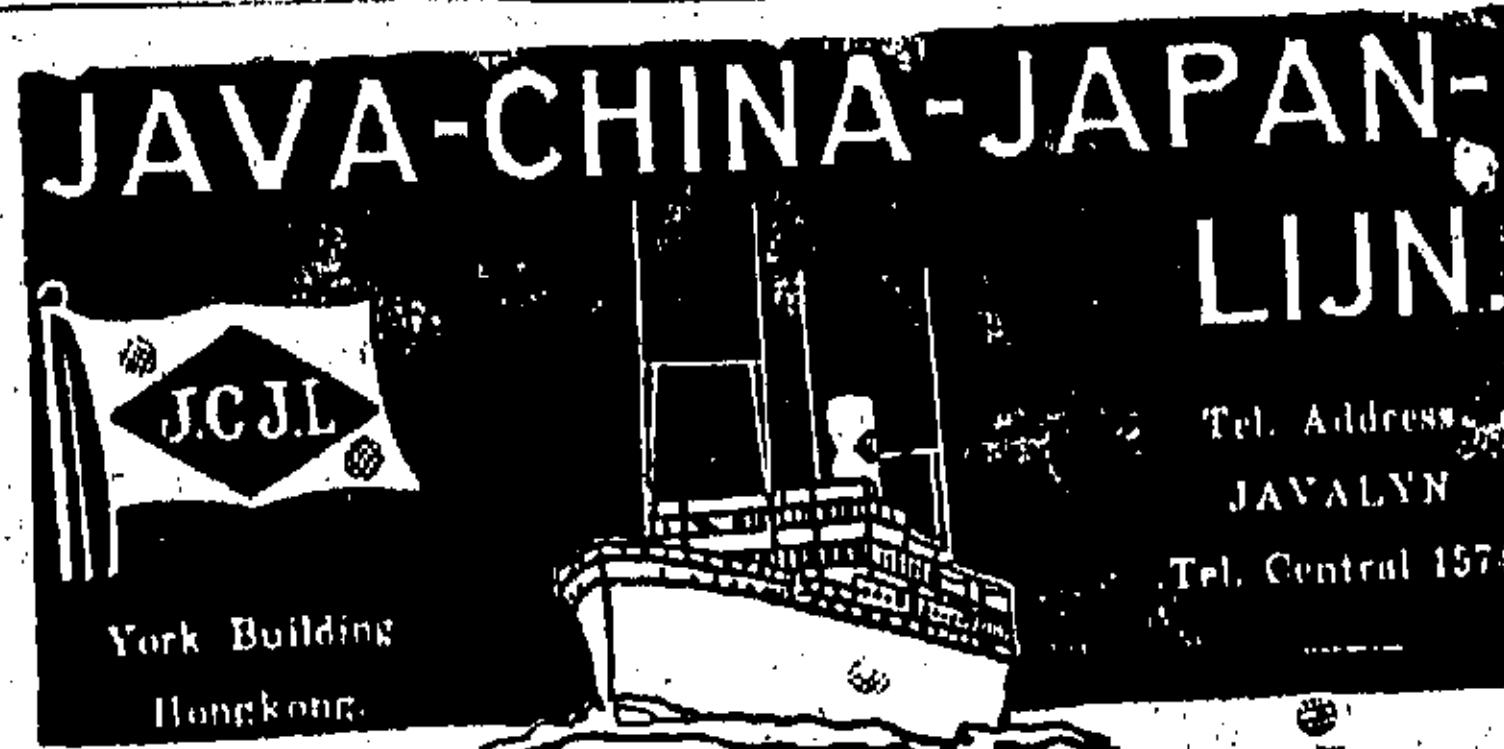
PRINCE LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Motor Vessel "CHINESE PRINCE" having arrived from the above Port on 11th instant, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Friday, 17th instant, at 10 a.m. All Claims must be presented within fifteen days of the Vessel's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant, will be subject to Rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by

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Hong Kong, 11th June, 1927. [5025]



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN

STAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISAROEBA	S'HAL, K'LONG	10th June	16th June	BATAVIA
TJITABOEM	JAVA, MACASSAR	20th June	22nd "	AMOT & N. CHINA
TJISALAK	N. C. & AMOT	20th "	22nd "	MACASSAR & JAVA
TJIKEMBANG	BATAVIA	28th "	30th "	SHANGHAI
TJISANDARI	S'HAL, K'LONG	28th "	30th "	BATAVIA
TJILWONG	JAVA, MANILA & AMOT	28th "	2nd July	SAIGON & N. CHINA
TJIBODAS	JAVA, MACASSAR	4th July	6th "	AMOT & N. CHINA
TJIMANOEK	N. C. & AMOT	4th "	6th "	BATAVIA
TJIKARANG	BATAVIA	10th "	14th "	SHANGHAI
TJIKEMBANG	S'HAL, K'LONG	12th "	14th "	BATAVIA
TJIPANAS	JAVA, MANILA & AMOT	17th "	22nd "	SAIGON & N. CHINA
TJITABOEM	N. C. & AMOT	18th "	20th "	MACASSAR & JAVA
TJIKIN	JAVA, MACASSAR	18th "	20th "	AMOT & N. CHINA
TJISAROEBA	BATAVIA	24th "	28th "	SHANGHAI
TJIKARANG	S'HAL, K'LONG	24th "	28th "	BATAVIA

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Hong Kong, 11th June, 1927. [5027]

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S.S. "ADOLF V. BABYER" (H.A.L.) due here on or about the 15th Aug.
S.S. "SAARLAND" (H.A.L.) due here on or about the 29th Aug.

HOMEWARD.

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M.S. "RAMSES" (H.A.L.) sailing from here on or about the 4th July
M.S. "ERMLAND" (H.A.L.) sailing from here on or about the 16th July
M.S. "VOGTLAND" (H.A.L.) sailing from here on or about the 3rd Aug.

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PORHOS	...	...	5th July
SPHINX	20th May	21st June	18th July
PAUL LECAT	3rd June	2nd Aug.	18th Aug.
AMAZONE	17th June	19th July	16th Aug.
CHANTILLY	1st July	2nd Aug.	30th Aug.

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Cabin class: £73. 4s. 0d.
Intermediate class: £48. 2s. 0d.
To GENOA.

NEXT SAILINGS:

Regular Fast Four-weekly Passenger-Service. (Also taking cargo.)

ACCOMMODATION FOR 100 CABIN CLASSES AND 150 INTERMEDIATE CLASS PASSENGERS.		ARRIVAL AT HONG KONG (ARRIVAL FROM SHANGHAI AND SAILINGS FOR GENOA, ROTTERDAM & HAMBURG.)	
S.S. "FULDA"		S.S. "TRIER"	
28th June, 1927.		23rd July, "	
27th July, "		22nd August, "	
24th August, "		17th Sept. "	

Regular Fast Four-weekly Freight Service.

NEXT SAILING TO EUROPE:
S.S. "AACHEN" ... on 15th June from Hong Kong.
Also calling at Marseilles besides the Usual Ports of call.

NEXT ARRIVALS FROM EUROPE:
S.S. "FRANKEN" ... on or about 19th June in Hong Kong.
S.S. "KOENIGSBERG" ... on or about 17th July in Hong Kong.
S.S. "ANHALT" ... on or about 14th Aug. in Hong Kong.

For Freight, Passage and further Particulars, please apply to:—

Telephone C. 4567.
4, Queen's Building, Chester Road.

MELCHERS & CO.

HONG KONG. [20]

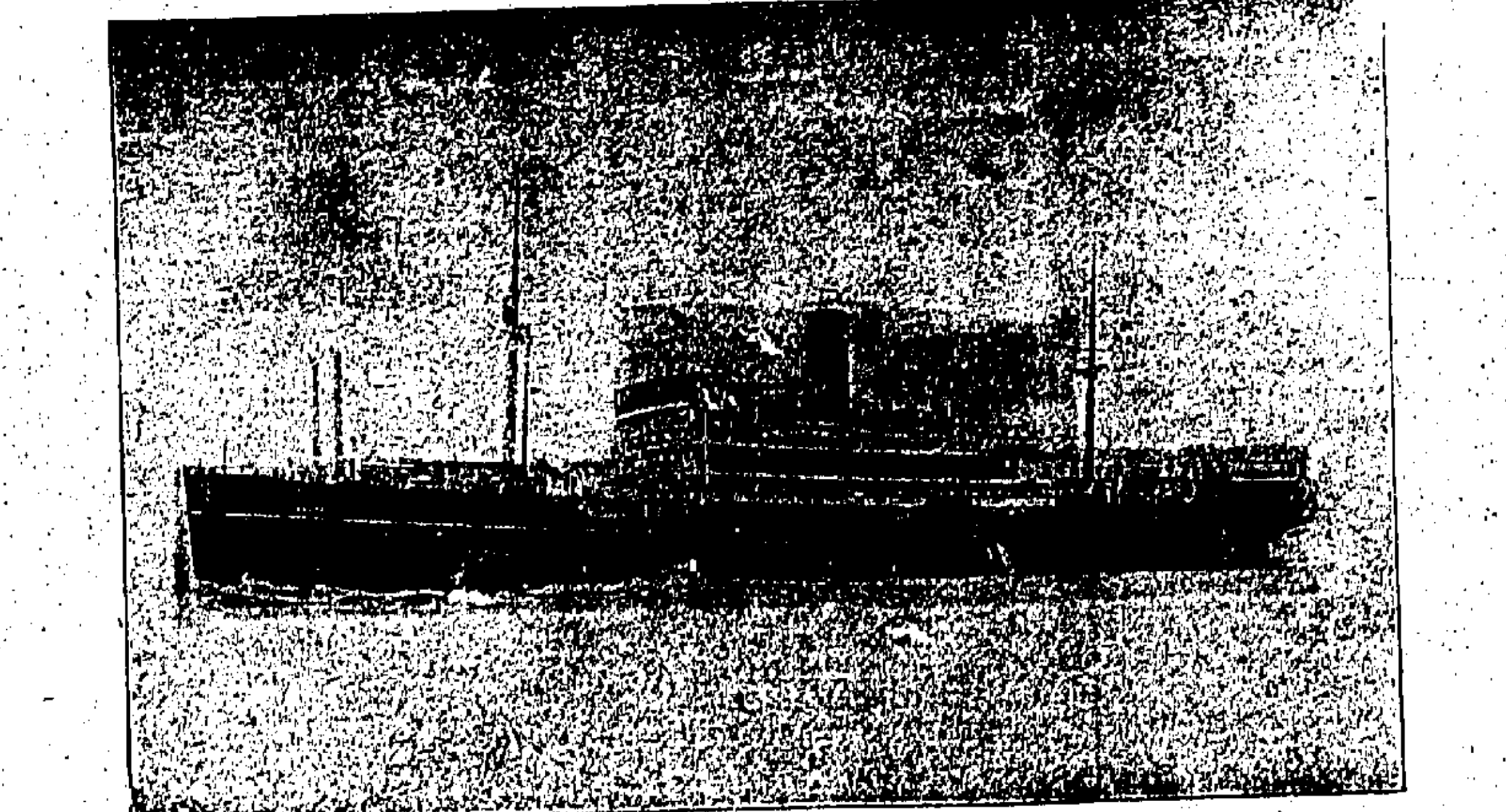
THE HONGKONG & WHAMPOA DOCK

COMPANY, LIMITED.

TELEGRAPHIC ADDRESS "MANIFESTO" HONG KONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Editions
Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



S.S. "CHANGTE"

BUILT AND ENGINEERED AT KOWLOON DOCKS BY THE HONG KONG & WHAMPOA DOCK CO., LTD., TO THE ORDER OF THE AUSTRALIAN-ORIENTAL LINE, LTD., FOR AUSTRALIAN-HONG KONG SERVICE.

Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONG KONG

ON SALE.
BOUND VOLUMES of the HONG KONG WEEKLY PRESS, January to June, 1926.
WITH INDEX, Price—£7.50.
On sale at the Hong Kong Daily Press Office.

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, WEIHAUWEL, CHEFOO & TIENHSIN	"KUEICHOW"	On 15th June, Noon
BANGKOK	"KWEIYANG"	On 16th June, 6 a.m.
SAIGON	"YUNNAN"	On 16th June, 6 a.m.
HOIHOW, PAKHOI & HAIPHONG	"TEAN"	On 17th June, 10 a.m.
SWATOW, NINGPO & SHANGHAI	"CHENAN"	On 17th June, Noon
SHANGHAI & TSINGTAO	"SINKIANG"	On 18th June, 4 p.m.
AMOY, SWATOW & SINGAPORE	"ANTUNG"	On 19th June, 6 a.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 19th June, 10 a.m.
SWATOW, SHANGHAI, NEWHONGWANG & DALNY	"LUCHOW"	On 20th June, 2 p.m.
WEIHAUWEL, CHEFOO & TIENHSIN	"HUICHOW"	On 20th June, 4 p.m.
AMOY, SHANGHAI & TSINGTAO	"SUNNING"	On 21st June, 6 a.m.
AMOY & SHANGHAI	"CHUNKIANG"	On 28th June, 6 a.m.

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To \$60 SINGLE AND \$90 RETURN.

For Freight or Passage apply to—**BUTTERFIELD & SWIRE.**
Telephone: CENTRAL 35.
CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"
THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS VIA MANILA AND THURSDAY ISLAND. Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hong Kong on or about	SAILING HERE ON OR ABOUT
CHANGTE	1st Port	18th June
TAIPING	8th July	15th July
CHANGTE	9th August	16th August
TAIPING	6th September	13th September

For Freight and Passage Apply to—**BUTTERFIELD & SWIRE.**
Telephone: CENTRAL 35. Agents.

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE
BLUE FUNNEL LINE
(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "AGAPENOR"	... Via Suez Canal	2nd July.
S.S. "CITY OF CHESTER"	... Via Suez Canal	17th July.
S.S. "HELENUS"	... Via Suez Canal	31st July.
S.S. "CITY OF BEDFORD"	... Via Suez Canal	14th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to Change without Notice.

For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE, on THE BANK LINE, LTD., HONG KONG
HONG KONG & CANTON. **JARDINE, MATHESON & Co., Ltd., CANTON.**

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

TO
BOSTON
AND
NEW YORK

M.V. "ASIATIC PRINCE" ... 2nd July, 1927

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)
Telegrams: Furnprince. King's Building.



**KONINKLIJKE PAKETVAART
MAATSCHAPPY.**
(ROYAL PACKET NAVIGATION CO. OF BATAVIA.)

THE MOTOR SHIP

"VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on June 23rd.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to destinations in the Netherlands East Indies and Australia.

Agents:—
JAVA-CHINA-JAPAN-LIJN.
Telephone 1574. YONG BOWLING, CHANG ROAD.

Shipping News

Arrivals and Departures, etc.

ARRIVALS.

June 13th.
Bundoo Maru, Japanese str., 2,460 tons, Capt. N. Suzuki, from Kobe and Karatsu, with coal and cement, lying at buoy No. A25.—Nanyo Yusen Kaisha.
Mandaga, Norwegian str., 874 tons, Capt. O. M. Johannessen, from Bangkok and Kohsichang, with rice and meal, lying at buoy No. B22.—Kin Tye Loong.
Nagano Maru, Japanese str., 3,924 tons, Capt. S. Hamaguchi, from Moji, with a general cargo, lying at Kowloon Wharf.—N.Y.K.
Pennang Maru, Japanese str., 5,214 tons, Capt. S. Hirose, from Singapore, with a general cargo, lying at Kowloon Wharf.—N.Y.K.
Saigun Maru, British str., 1,504 tons, Capt. W. Lumsden, from Canton, with a general cargo, lying at buoy No. B8.—B. & S.
Tean Maru, British str., 1,351 tons, Capt. E. H. Histed, from Haiphong and Hoihow, with a general cargo, lying at buoy No. C18.—B. & S.

June 14th.
Chenau, British str., 1,355 tons, Capt. T. G. Beer, from Shanghai and Amoy, with a general cargo, lying at buoy No. B12.—B. & S.
Diomed, British str., 6,340 tons, Capt. T. R. Ireland, from Otaru and Shanghai, with a general cargo, lying at buoy No. A5.—B. & S.
Elkridge, American str., 4,775 tons, Capt. T. J. Flynn, from Manila, with a cargo of sugar, lying at Stonecutters.—Swaine Hoyt Inc.

Foonching, British str., 1,423 tons, Capt. W. A. Balch, from Canton, with a general cargo, lying at buoy No. B32.—Jardine, Matheson & Co.
Hydranga, British str., 501 tons, Capt. T. H. Ball, from Fort Bayard, with a general cargo, lying at Chiu On Wharf.—Chiu On S.S. Co.

Kueichow, British str., 1,220 tons, Capt. H. Curver, from Canton, with a general cargo, lying at buoy No. C34.—B. & S.
Princess, Norwegian str., 1,377 tons, Capt. W. Engstrand, from Saigon, with a cargo of rice, lying at buoy No. C17.—Karsten Larsen & Co.

Van Heutsz, Dutch str., 2,730 tons, Capt. J. Groothoff, from Deli and Singapore, with a general cargo, lying at buoy No. A6.—J.C.F.L.

CLEARANCES.

June 14th.
Apoc, for Bangkok.
Borneo, for Hoihow.
Campinas, for Haiphong.
Chenau, for Canton.
Corona, for Canton.
Diomed, for Singapore.
Elkridge, for Haiphong.
Hong Sang, for Swatow.
Nagano Maru, for Singapore.
Pennang Maru, for Moji.
Saigun Maru, for Amoy.
Sundriken, for Singapore.
Sui Yang, for Kwang Chow Wan.
Tsindori, for Shanghai.
Yuan On, for Hoihow.
Yuen Sang, for Haiphong.

WARSHIPS IN PORT.

Warships in port yesterday were: North Wall Basin, *Marazion*; South Wall, *L15* and *L19*; East Wall, *Whist*; West Wall Dock, *Titanica* and *Creda*; In Dock, *Aphis*, *Taiko* Dock, *Ladybird*; Buoy 3, *Wisea*, Buoy 6, *Delia*; Buoy 8, *Walsey*, Buoy 10, *Brace*; Buoy 11, *Walsey*; Buoy 12, *Woolston*; Buoy 13, *Ruthenia*; Buoy 18, *Uji* (Japanese); Buoy 24, *Kharki*; Buoy 2A, *Maine*; Oil Fuel Jetty, *Belgol*; Kowloon Anchorage, *Fortal*; Foreign Men-o-War, *Patria* (Portuguese) and *Vigilante* (French).

VESSELS EXPECTED.

Anchen (N.D.L.), due to-day.
Adriatic (Blue Funnel), due July 5th.
Alipore (P. & O.), due June 17th.
Amazona (M.M.), due July 19th.
Antenor (Blue Funnel), due July 20th.
Avafura (E. & A.), due July 4th.
Asiatic Prince (Princes Line), due July 2nd.
Athos II. (M.M.), due August 16th.
Bonares (Swedish East Asiatic), due June 28th.
Benarty (Ben Line), due June 17th.
Chantilly (M.M.), due August 22nd.
Chenonceaux (M.M.), due August 30th.
D'Arctange (M.M.), due September 3rd.
Deucalion (Blue Funnel), due June 25th.
Empress of Asia (C.P.R.), due June 27th.
Hector (Blue Funnel), due August 24th.
Helorus (Blue Funnel), due June 24th.
Japon (Blue Funnel), due July 9th.
Kalyan (P. & O.), due June 17th.
Kashgar (P. & O.), due July 7th.
Khiva (P. & O.), due September 1st.
Khyber (P. & O.), due August 4th.
Macedonia (P. & O.), due June 23rd.
Maire (P. & O.), due September 15th.

ARRIVALS.

Menelaus (Blue Funnel), due Aug. 12th.
Marea (P. & O.), due August 18th.
Ningchow (Blue Funnel), due Aug. 27th.
Novarra (P. & O.), due June 23th.
Nyanga (P. & O.), due July 7th.
Patroclus (Blue Funnel), due June 22nd.
Paul Lecat (M.M.), due July 5th.
Perseus (Blue Funnel), due July 7th.
Pyrphus (Blue Funnel), due June 10th.
Rawalpindi (P. & O.), due July 21st.
Philoctetes (Blue Funnel), due Aug. 5th.
Rhesus (Blue Funnel), due July 7th.
Sphinx (M.M.), due June 21st.
St. Alphonse (E. & A.), due June 28th.
Takliva (B.I. & Apear), due to-day.
Talma (B.I. & Apear), due June 28th.
Tenta (E. & A.), due August 8th.
Telemon (Blue Funnel), due Aug. 19th.
Telephachus (Blue Funnel), due July 25th.

SUNRISE AND SUNSET IN HONG KONG.

FOR JUNE, 1927.

STANDARD TIME OF THE 120th MERIDIAN, EAST OF GREENWICH.

Date.	Sunrise.	Sunset.
June 15th	5.38 a.m.	7.08 p.m.
16th	5.38	7.09
17th	5.38	7.09
18th	5.38	7.09
19th	5.39	7.10
20th	5.39	7.10
21st	5.39	7.10
22nd	5.40	7.10
23rd	5.40	7.10
24th	5.40	7.11
25th	5.40	7.11
26th	5.40	7.11
27th	5.41	7.11
28th	5.41	7.11
29th	5.41	7.11
30th	5.41	7.11

DOLLAR STEAMSHIP LINE

AND

AMERICAN MAIL LINE

JOINT TRANS-PACIFIC SERVICE

A Regular Weekly Sailing

TO SAN FRANCISCO OR SEATTLE.

THE "PRESIDENT LINERS"

TO SAN FRANCISCO VIA HONOLULU SHANGHAI

KOBE AND YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT TAFT	... Tuesday, June 21st
PRESIDENT JEFFERSON	... Tuesday, July 5th
PRESIDENT GRANT	... Tuesday, July 19th
PRESIDENT MADISON	... Tuesday, Aug. 2nd
PRESIDENT JACKSON	... Tuesday, Aug. 16th

Thereafter Fortnightly Sailings on Tuesdays.

HONG KONG TO EUROPE SPECIAL LOW RATES

Via San Francisco or Seattle

£120 £112

DIRECT CONNECTIONS WITH ALL ATLANTIC LINES

Choice of railway line across United States and Canada, with liberal stop-over privileges for sightseeing. Ask for information. Following are suggested itineraries:—

From Hong Kong	Via	Connecting with Steamship	From N. York	Arriving at
June 16	Seattle	Geo. Washington	July 13	P'mth-C'brg July 21
June 21	San Francisco	Homeric	July 23	C'brg-S'mp'tn July 29
June 28	Seattle	Leviathan	Aug. 1	P'mth-C'brg Aug. 7
July 5	San Francisco	Majestic	Aug. 6	C'brg-S'mp'tn Aug. 12
July 13	Seattle	Berengaria	Aug. 10	C'brg-S'mp'tn Aug. 16
July 19	San Francisco	Leviathan	Aug. 20	P'mth-C'brg Aug. 26
July 27	Seattle	Aquitania	Aug. 24	C'brg-S'mp'tn Aug. 30
Aug. 2	San Francisco	Majestic	Sept. 3	C'brg-S'mp'tn Sept. 9
Aug. 10	Seattle	Mauretania	Sept. 6	P'mth-C'brg Sept. 12
Aug. 16	San Francisco	Olympic	Sept. 17	C'brg-S'mp'tn Sept. 23
Aug. 24	Seattle	Berengaria	Sept. 21	C'brg-S'mp'tn Sept. 27
Aug. 30	San Francisco	Homeric	Oct. 1	C'brg-S'mp'tn Oct. 7

TO SEATTLE AND VICTORIA VIA SHANGHAI, KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT MCKINLEY	... Wednesday, June 29th
PRESIDENT LINCOLN	... Wednesday, July 13th
PRESIDENT CLEVELAND	... Wednesday, July 27th
PRESIDENT PIERCE	... Wednesday, Aug. 10th
PRESIDENT TAFT	... Wednesday, Aug. 24th

Thereafter Fortnightly Sailings on Wednesdays.

TO EUROPE AND NEW YORK. VIA MANILA, STRAITS, COLOMBO, SUEZ—PORT SAID—ALEXANDRIA—NAPLES—GENOA—MARSEILLES

Thence to BOSTON AND NEW YORK.

PRESIDENT WILSON	... Tuesday, June 21st, 6.00 a.m.
PRESIDENT VAN BUREN	... Tuesday, July 5th, 8.00 a.m.
PRESIDENT HAYES	... Tuesday, July 19th, 8.00 a.m.
PRESIDENT POLK	... Tuesday, Aug. 2nd, 8.00 a.m.
PRESIDENT ADAMS	... Tuesday, Aug. 16th, 8.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT WILSON	... June 21st, 6.00 a.m.
PRESIDENT MCKINLEY	... June 21st, 6.00 p.m.
PRESIDENT JEFFERSON	... June 27th, 6.00 p.m.
PRESIDENT VAN BUREN	... July 5th, 8.00 a.m.
PRESIDENT LINCOLN	... July 6th, 6.00 p.m.

For Passenger and Freight Rates apply to

THE ROBERT DOLLAR CO.

GENERAL AGENTS.

HONGKONG AND SHANGHAI BANK BUILDING (GROUND FLOOR).
Telephone: Central 2477, 2478 & 795.

I N D O - C H I N A

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TSINGTAU via SWATOW & SHANGHAI	"HANGSANG"	Wednesday, 15th June, at 10 a.m.
HAIPHONG	"YUENSANG"	Wednesday, 15th June, at 10 a.m.
YOKOHAMA via AMOY, MOJI & KOBE	"NAMSANG"	Friday, 17th June, at 7 a.m.
STRAITS & CALCUTTA	"KUMSANG"	Friday, 17th June, at 3 p.m.
TSINGTAU via SWATOW & SHANGHAI	"FOOSHING"	Sunday, 19th June, at 10 a.m.
HAIPHONG	"HOPSANG"	Wednesday, 22nd June, at 10 a.m.
STRAITS & CALCUTTA	"MINGSANG"	Wednesday, 22nd June, at 10 a.m.
STRAITS & CALCUTTA	"KUTSANG"	Wednesday, 22nd June, at 3 p.m.
TSIENTSIN	"CHEONGSHING"	Monday, 27th June, at 3 p.m.
SANDAKAN	"HINSANG"	Wednesday, 29th June, at 3 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.
Telephone: CENTRAL No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON, £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "CARNARVONSHIRE" (via Oran)	2nd July.
Steamship "PMBROOKSHIRE" (via Oran)	27th July.
Motor Vessel "GLENOGLE"	24th August.
Motor Vessel "GLENHARRY"	21st September.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "GLENIFFER"	... Due Hong Kong.
Motor Vessel "GLENOGLE"	... 7th July.
Motor Vessel "GLENAMOIY"	... 26th July.
Motor Vessel "GLENHARRY"	... 4th August.
Motor Vessel "GLENAPP"	... 18th August.

For Freight, Passage and further Particulars, apply to:

JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON VIA SUEZ.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume). TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES

BRINDISI, VENICE & TRIESTE	... £72.10s. 0d.
LONDON	... £80. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

M.V. "VIMINALE"	... Sails on or about 23rd June
M.V. "REMO"	... Sails on or about 21st July

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

M.V. "ROMOLO"	... Sails on or about 28th June
M.V. "VIMINALE"	... Sails on or about 28th July
M.V. "REMO"	... Sails on or about 23rd August

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMVOLOSI"	... Sails from Calcutta 30th June
S.S. "UMZUMBI"	... Sails from Calcutta 31st July

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines, apply to:—

DODWELL & CO., LIMITED.
Telephone: Central 1030. Agents.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

FOR

SWATOW, AMOY & FOCHOW

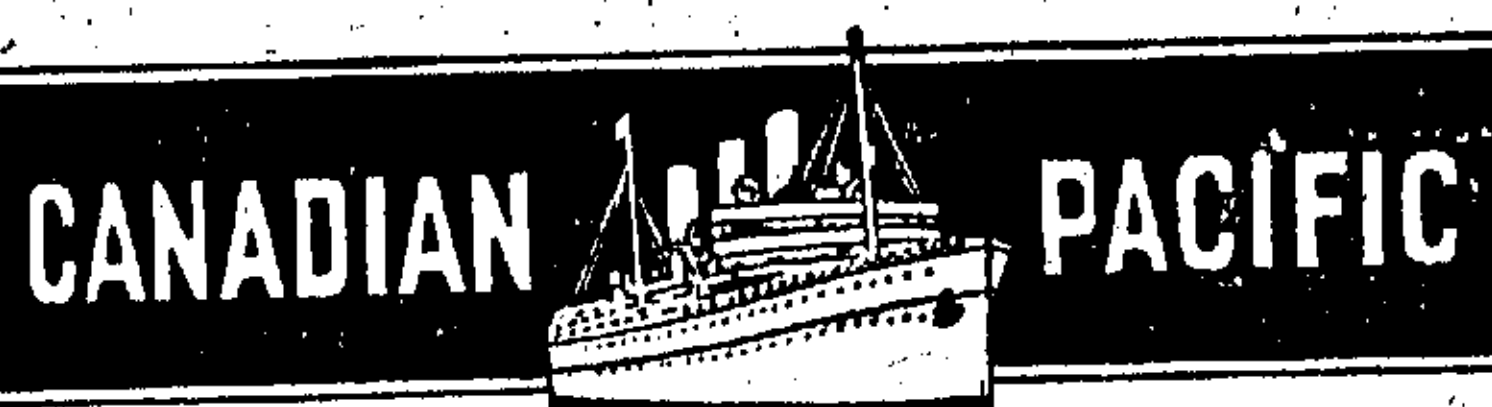
AND RETURN

(Occupying 8 to 9 Days)

HAICHING	... Friday, the 17th June, at 1 p.m.
HAINING	... Tuesday, the 21st June, at 2 p.m.
HAIHONG	... Friday, the 24th June, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Fochow (Pagoda Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$80.00 including Meals while the Steamer is in Port. For Freight and Passage apply to—

DOUGLAS LAPRAIK &



QUICKEST TIME ACROSS THE PACIFIC.

NEXT SAILING TO THE PACIFIC COAST S.S. "EMPRESS OF RUSSIA"

WILL BE DESPATCHED FROM

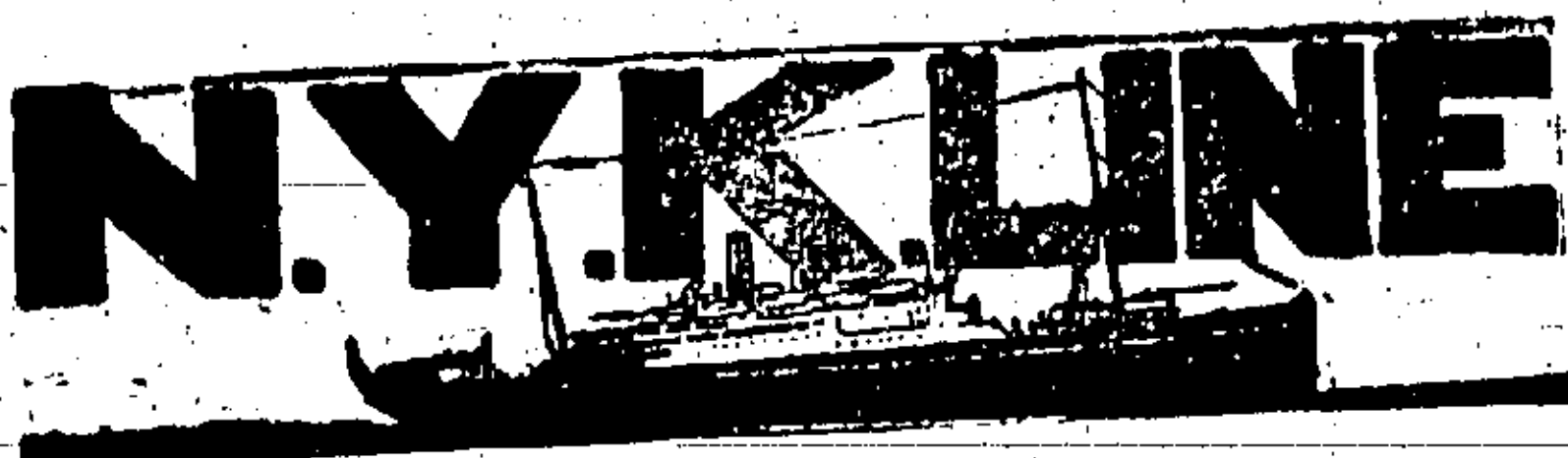
HONG KONG at 10.00 a.m.

WEDNESDAY, 22nd JUNE

FOR VICTORIA & VANCOUVER

VIA
SHANGHAI AND JAPAN PORTS.

CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES PAYABLE THE WORLD OVER.
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.Passenger Department: Tel. C. 752. Cables: "GACANPAC."
Freight and Express: Tel. C. 42. Cables: "NAUTILUS." (15)

SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.		
*KOREA MARU (Calls Keelung)...	Tuesday, 28th June, at 10 a.m.	
SHINYO MARU (Calls Keelung)...	Tuesday, 13th July, at 9 a.m.	
SIBERIA MARU	Tuesday, 28th July	
*Calls Keelung & Los Angeles.		
LONDON via Singapore, Suez, Marseilles & Ports.		
SUWA MARU	Saturday, 18th June, at 11 a.m.	
FUSHIMI MARU	Saturday, 2nd July, at 11 a.m.	
BAKOZAKI MARU	Saturday, 10th July	
SYDNEY & MELBOURNE via Manila & Ports.		
TANGO MARU	Wednesday, 22nd June, at 11 a.m.	
AKI MARU	Wednesday, 20th July, at 11 a.m.	
BOMBAY via Singapore, Penang & Colombo.		
GENOA MARU	Monday, 27th June	
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.		
RAKUYO MARU	Monday, 11th July	
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.		
KAWACHI MARU	Saturday, 9th July	
NEW YORK and/or BOSTON via PANAMA.		
TAKAOKA MARU	Tuesday, 28th June	
BENGAL MARU	Wednesday, 27th July	
LIVERPOOL via Singapore, Colombo, Port Said & Ports.		
DELGOA MARU	Wednesday, 13th July	
CALCUTTA via Singapore, Penang & Rangoon.		
AKITA MARU	Saturday, 18th June	
HAKODATE MARU	Friday, 1st July	
NAGASAKI, KOBE & YOKOHAMA.		
AKI MARU	Friday, 17th June	
SHANGHAI, KOBE & YOKOHAMA.		
MATSUYE MARU	Sunday, 19th June	
MORIOKA MARU (Mojito direct)...	Monday, 28th June	
TAKIWA MARU	Thursday, 23rd June	
KITANO MARU	Tuesday, 28th June	

For further information, apply to—
NIPPON YUSEN KAISHA.
Telephone: Central No. 292 (Private exchanges to all Depts.) (7)

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It purges out and expels from the vital current every lurking trace of poison, malarial, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, goitre and Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.

For Nervous Breakdown and Chronic Weakness.

VETARZO REGULATORS. Safe and Reliable.

English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.6, London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" in Government Stamp. Sold by LEADING CASH CHEMISTS.

Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

FAIR IMPORTS RECORDED.

BRITISH FREIGHT LOW.

The Colony's imports for the period ended at 9.0 a.m. yesterday showed a considerable improvement on the previous day's figures. Thirteen steamers brought 13,628 tons of cargo, of which 2,819 tons was carried in British ships. Through cargoes to a total tonnage of 39,011 entered the port in 12 vessels, and of this 7,610 tons was carried in British bottoms. The best individual return was 3,235 tons of coal for Hong Kong discharged by the s.s. *Corona* (Norwegian) from Chinwangtao. The British vessel *Tuan* from Hoihow came next with 2,000 tons of general cargo.

Shipments for other ports included 9,752 tons of general cargo by the s.s. *Malaya* (Dutch) from Singapore; and 6,150 tons of general by the *Diomed* (British) from Shanghai. Among miscellaneous cargoes for Hong Kong were 1,233 tons of rice by the Norwegian ship *Pranto*; 660 tons of coal by the s.s. *Bandoeng Maru*; cotton yarn and patent medicines on the *Durban Maru*; and 1,079 tons of safety matches, sulphuric acid, dried fish and cotton goods by the s.s. *Yagami Maru*. The two latter ships also carried cargoes of 4,603 tons of bean oil, seed oil, cement, soya beans and nuts; and 1,929 tons of cement, oil paint, cotton goods, sulphuric acid, hydrochloric acid, and cotton goods respectively for other ports.

Arrival And Departures.

Arrivals and departures for the period under review are as follows: British, 5 arrivals and 7 departures; Japanese, 5 arrivals and 9 departures; Norwegian, 2 arrivals and 2 departures; Chinese, 2 departures; Danish, 1 arrival and 1 departure; Dutch, 1 arrival and 1 departure; French, 1 arrival; American, 1 arrival and 2 departures.

Total number of arrivals, 16; of departures, 21. Number of vessels in port, 69.

Cargo Carriers.

Cargo carriers were:—
S.S. *Tuan* (British) from Hoihow, 2,000 tons general for Hong Kong.
S.S. *Kurichow* (British) from Canton, 110 tons general for other ports.
S.S. *Bendoran* (British) from Manila, 810 tons general for Hong Kong; 1,200 tons for other ports.
S.S. *Diomed* (British) from Shanghai, 6,150 tons for other ports.
S.S. *Ningpo* (British) from Canton, 150 tons general for other ports.
S.S. *President Taft* (American) from Shanghai, 240 tons general for Hong Kong and 4,300 tons for other ports.
S.S. *Ning Bo* (French) from Port Bayard, 700 tons general for Hong Kong.
S.S. *Malaya* (Dutch) from Singapore, 1,040 tons general for Hong Kong, 9,752 tons for other ports.
S.S. *Pranto* (Norwegian) from Kongsberg, 2,400 tons general for Hong Kong.
(Continued on next column).

DAILY WATERFRONT NEWS.

PIRACY PRECAUTIONS TAKEN.

STOWAWAY SENTENCED.

[BY LONGSHOREMAN.]

Planned Piracy.

Inquiry on the river boat *Chuen Chow*, has elicited the information that the Macao police are continuing their investigation into the attempt which was to be made to pirate the vessel. As previously reported one of the crew and a number of other Chinese have already been apprehended at Macao.

It is now ascertained that since details of the piratical plan leaked out the master, Capt. F. W. Jones, has resumed his former practice of conducting his guards, fully uniformed and armed and searching the person and luggage of all passengers who look at all suspicious 20 minutes before the ship sails, keeping, as the master says, "a weather eye on any who try to escape."

Unclaimed Revolvers And Arms.
An order for the confiscation of two revolvers, 258 rounds of corresponding ammunition, and 100 rounds of Winchester rifle ammunition was made by Mr. W. Schofield, at the Kowloon Magistracy yesterday. In making the application, the Magistrate stated that the contraband was found unclaimed in the storage quarters on board the *President Taft*.

Chinese Stowaway Sentenced.

Having stowed away at Hong Kong on June 7th, and been discovered one day after leaving port, a Chinese was brought back from Manila by the *President Jackson* on Monday, and yesterday was before Mr. W. Schofield at the Kowloon Magistracy for attempting to stow away to Manila. The defendant pleaded that he had applied for and obtained a job from the steward. He was to receive no payment, but be given a free passage to Manila. The steward denied offering the defendant a job, and said that he discovered the man on June 8th. It was then that defendant was given work to do. Sentence of three weeks' hard labour was imposed.
(Continued on next column).

S.S. *Corona* (Norwegian) from Chinwangtao, 3,235 tons coal for Hong Kong and 1,350 tons coal for other ports.

S.S. *Batavia* (Dutch) from Singapore, 800 tons general for Hong Kong and 200 tons for other ports.

S.S. *Penang Maru* (Japanese) from Singapore, 948 tons general for Hong Kong, 5,874 tons for other ports.

S.S. *Durban Maru* (Japanese) from Shanghai, 18 tons general for Hong Kong, 4,603 tons for other ports.

S.S. *Bandoeng Maru* (Japanese) from Karatsu, 660 tons general for Hong Kong, 3,393 tons for other ports.

S.S. *Busho Maru* (Japanese) from Canton, 10 tons general for Hong Kong, 1,079 tons for other ports.

S.S. *Nagano Maru* (Japanese) from Hong Kong, 1,929 tons for other ports.

Marine Court.

Two masters of passenger boats were fined \$10 or 10 days' imprisonment at the Marine Court yesterday for making fast to the s.s. *President Taft* while she was under weigh at 8.30 a.m. on June 13th, without permission from the Captain or the officer in charge.

For sailing without a masthead light the master of a trading junk was fined \$10 with the alternative of ten days' imprisonment.

No Objection To Front Reach.
With reference to notice to mariners No. 33 published in the *Government Gazette* of June 2nd. It is now notified that there is no objection to the use of the Front Reach by ships provided that they proceed at a moderate speed.

One Death.

The *Van Heutz*, arriving from Deli and Singapore with 1,551 passengers, reports one death at sea, the cause not being stated. The body was buried at sea.

Chinese Transport Seized.
The Chinese transport *Julian*, which has been in harbour for the past three months, has been seized by the Supreme Court for debt, and a clearance has been refused. This vessel is run by the Chinese Coastguard Administration.

The "Tjileboet."
It is learned that the salvaged portion of the s.s. *Tjileboet* having been made watertight, will be undocked and berthed at a harbour buoy on July 2nd. Construction of a new fore-part will then be proceeded with.

On arrival yesterday evening, the s.s. *Sui An* was taken off the Macao run for overhaul, docking this morning. The service of one sailing from Hong Kong at 2 p.m. and a return from Macao at 8 a.m. daily, will be maintained by the s.s. *Sui Tai*.

Miscellaneous Freights.

The only miscellaneous freights returned in the reports of yesterday morning were 1,284 tons of rice for Hong Kong, and shipments of 700 tons and 3,335 tons of coal for this port. There was also a freight of 9,752 tons of rice for other ports, and two shipments of 1,350 tons of coal and 3,393 tons of coal for ports beyond Hong Kong.

Deck Passengers.

The total number of Asiatic Deck passengers entered the Colony during the 24 hours ended at 9 a.m. yesterday was 1,729, of which number the s.s. *Van Heutz* (Dutch) from Singapore brought 1,551. There were 4 European deck passengers. Vessels arriving yesterday afternoon brought Asiatic deck passengers as under: *Prominent* (Norwegian) from Saigon, 289; *Hydrangea* (British) from Kwang Chow Wan with 292.

Dangerous Goods.

Among dangerous goods reported yesterday were 57 tons of chlorate of soda and matches on the s.s. *Malaya* and a quantity of acids and matches on the s.s. *Nagano Maru*.

Chinese Steward Swindled.

The steward of an ocean-liner who arrived in the Colony recently has reported that he was swindled out of \$280 worth of Chinese copper cents by a native of Shan Mee.

SHIPPING MOVEMENTS.

The Ben Line s.s. *Benarty*, from Middlesbrough, Antwerp, London and Straits, is due to arrive here on the 17th inst.

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PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
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Steamship	Tonn.	From Hongkong (about)	Destination.
"MIRZAPORE"	6,715	15th June, 4 p.m.	Saigon, Marseilles and London.
"MANTUA"	10,948	25th June	Marseilles and London.
"KALWA"	9,135	9th July	Marseilles, London and Antwerp.
"KALYAN"	9,143	16th July	Marseilles, London, Antwerp & Hull.
"ALIPORE"	5,273	21st July	Straits and Bombay.
"MACEDONIA"	11,120	23rd July	Marseilles and London.
"NYANZA"	7,023	3rd Aug.	Straits and Bombay.
"KASHGAR"	9,005	6th Aug.	Marseilles, London and Antwerp.
"RAWALPINDI"	16,619	20th Aug.	Marseilles and London.
"DEVANHA"	8,165	3rd Sept.	Marseilles and London.
"MOREA"	10,953	17th Sept.	Marseilles and London.
"KEIWA"	9,135	1st Oct.	do.
"MALWA"	10,986	15th Oct.	do.
"KALYAN"	9,144	29th Oct.	do.
"MACEDONIA"	11,120	12th Nov.	do.
"MONGOLIA"	16,504	26th Nov.	do.
"MANTUA"	10,948	10th Dec.	do.
"KASHGAR"	9,005	24th Dec.	do.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tonn.	From Hongkong	Destination.
"TALMA"	10,000	3rd July	Singapore, Penang and Calcutta.
"TAKLIWA"	7,936	14th July	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tonn.	From Hongkong	Destination.
"ST. ALBANS"	4,500	1st July	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ARAFURA"	6,000	29th July	do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Hio, Cebu, Kolambangan, Tawao, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand Vancouver, San Francisco, etc.The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tonn.	From Hongkong	Destination.
"KALYAN"	9,144	18th June, Noon	Shanghai, Moji and Kobe.
"ALIPORE"	5,273	18th June, 10 a.m.	Shanghai, Kobe and Moji.
"TAKLIWA"	7,936	22nd June	Amoy, Moji, Kobe, Osaka & Yokohama.
"MACEDONIA"	11,120	24th June	S'hai, Moji, Kobe and Yokohama.
"NOVARA"	6,993	28th June	S'hai, Moji, Kobe and Yokohama.
"ARAFURA"	6,000	5th July	Moji, Kobe Osaka & Yokohama.
"KASHGAR"	9,005	8th July	S'hai, Moji, Kobe and Yokohama.
"NYANZA"	7,023	8th July	do.
"RAWALPINDI"	16,619	22nd July	Shanghai, Kobe and Yokohama.
"DEVANHA"	8,165	3rd Aug.	S'hai, Moji, Kobe & Yokohama.
"MOREA"	10,953	17th Aug.	do.
"KEIWA"	9,135	2nd Sept.	do.
"MALWA"	10,986	16th Sept.	do.
"KALYAN"	9,144	30th Sept.	do.
"MACEDONIA"	11,120	14th Oct.	do.
"MONGOLIA"	16,504	28th Oct.	do.
"MANTUA"	10,948	12th Nov.	do.
"KASHGAR"	9,005	26th Nov.	do.
"MOREA"	10,953	10th Dec.	do.
"DEVANHA"	8,165	24th Dec.	do.
"MALWA"	10,986	7th Jan., 1928	do.

* Will not take passengers northwards.

All dates are approximate and subject to alteration without notice.

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